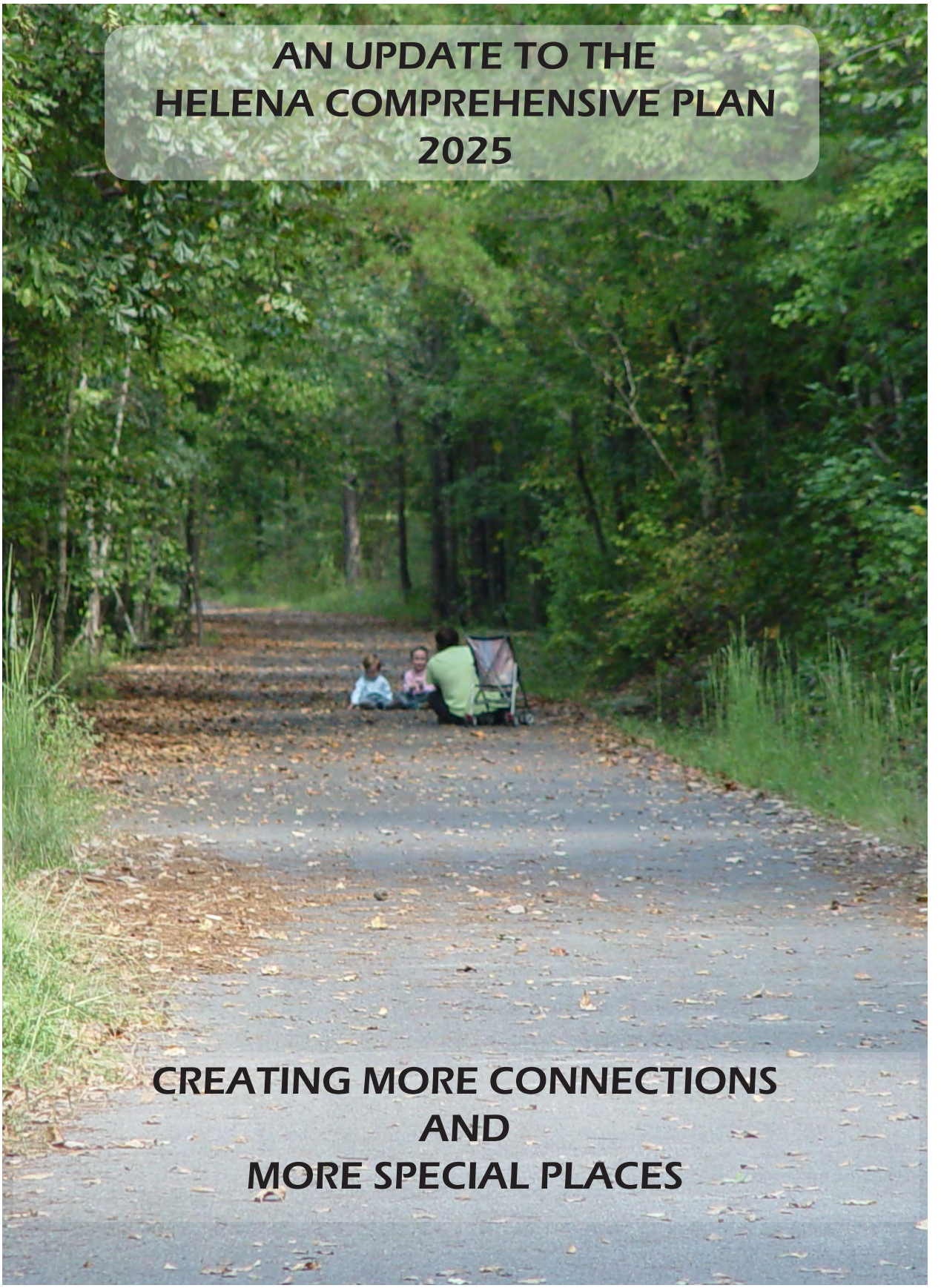


AN UPDATE TO THE HELENA COMPREHENSIVE PLAN 2025

CREATING MORE CONNECTIONS AND MORE SPECIAL PLACES

ACKNOWLEDGEMENTS

City of Helena

The Honorable Charles W. "Sonny" Penhale, Mayor

Helena Planning and Zoning Commission

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Robert Caliento, Vice-Chairman
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BACKGROUND



Old Town Helena

The Code of Alabama under Title 11 Counties and Municipal Corporations Chapter 52 Planning, Zoning and Subdivisions empowers any municipality to create a planning commission. Said planning commission is authorized to make and adopt a master or comprehensive plan for the physical development of the municipality and from time to time may amend, extend or add to the plan. A comprehensive plan's purpose, including any subsequent amendments or updates, is to guide and accomplish a comprehensive development of the municipality which will, based on its current and future needs, best promote health, safety and general welfare among others.

Comprehensive plans are generally meant to be updated every five to ten years in order to evaluate and strengthen the effectiveness of their policies and their implementation and to amend the plan to reflect changes to the environment. Changes sometimes necessitate new policies and associated implementation strategies; while other changes just call for the removal of policies due to the fact their implementation has been successful.

In October 2003, the Helena Planning and Zoning Commission adopted Creating Connections and Special Places: Helena Comprehensive Plan 2025, the second comprehensive plan for the City of Helena in twenty five years. The plan was prepared by the Regional Planning Commission of Greater Birmingham (RPCGB) in partnership with the Auburn University Center for Architecture and Urban Studies, which developed a Small Town Design Initiative (STDI) to be intermingled within the plan. The overall theme of this plan can be summarized by its vision statement:

To preserve the small town character of Helena by encouraging connectivity and the creation of special places that will promote economic vitality, new business opportunities, attractive neighborhoods and environmental stewardship which will enhance the quality of life for all residents of Helena.



Laurel Lakes in Jefferson County

Since adoption of this last comprehensive plan, the Helena footprint has changed dramatically. The City has annexed land and added residential subdivisions across the county line into Jefferson County in an area along South Shades Crest Road and southwest of the Bessemer Airport. City residents in these annexed areas are Jefferson County residents as opposed to the majority of the others who are Shelby County residents. Although these residents live within Helena, their children attend Jefferson County schools not Shelby County schools, where three schools lies within the city limits of Helena. This creates a major challenge to the above mentioned vision statement in encouraging connectivity and creating special places. Although these neighborhoods are rather attractive and environmental stewardship is being practiced, they are distanced from the center of Helena and lack economic opportunities.

In addition, the nation went through an eighteen month recession that negatively impacted Helena not only during its official time period but even more than a year later. The recession impacts the way goals and objectives are developed, and ultimately how strategies are implemented.

HELENA AREA

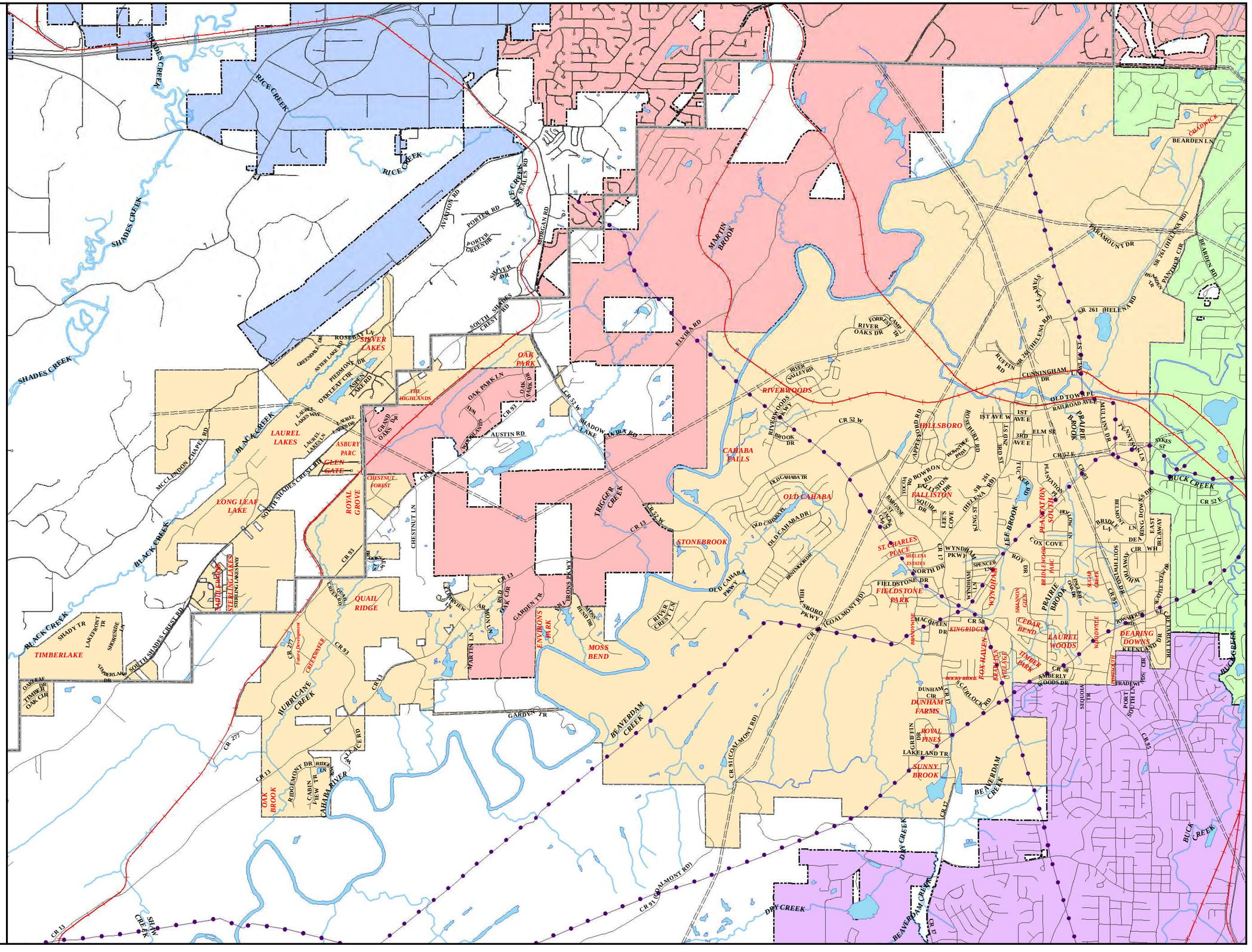
LEGEND

- Roadway
- Railroad
- Pipeline
- Powerline
- Water
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

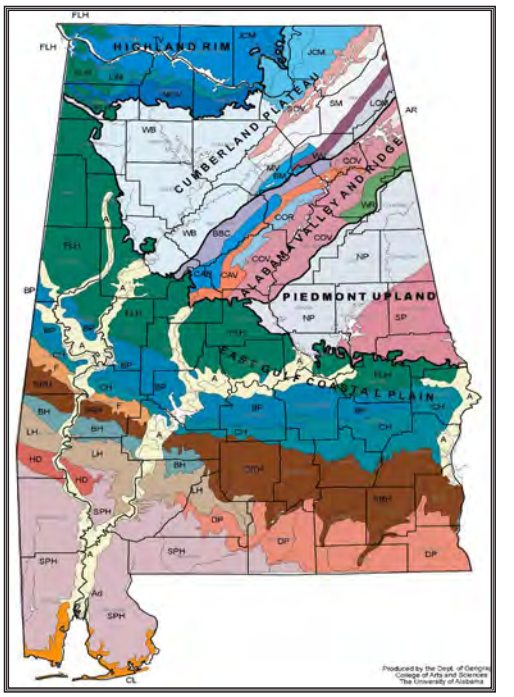
0 1,750 3,500 7,000 Feet


SHADES CREEK
RICE CREEK
BLACK CREEK
HURRICANE CREEK
BEAVERDAM CREEK
DRY CREEK
BUCK CREEK
TRIGGER CREEK
MARTIN BROOK
PRAIRIE BROOK
LEE BROOK
CAHABA RIVER
SHAW CREEK
SILVER LAKES
OAK PARK
LAUREL LAKES
ASBURY PARC
GLEN GATE
THE HIGHLANDS
CHESTNUT FOREST
LONG LEAF LAKE
ROYAL GROVE
TIMBERLAKE
QUAIL RIDGE
OAK BROOK
ENVIRONS PARK
MOSS BEND
STONEBROOK
CAHABA FALLS
RIVERWOODS
HILLSBORO
BALLISTON
ST. CHARLES PLACE
FIELDSTONE PARK
CEDAR BEND
LAUREL WOODS
FOX HAVEN
TIMBER PARK
DEARING DOWNS
DUNHAM FARMS
ROYAL PINES
SUNNY BROOK
PRAIRIE BROOK
PLANTATION SOUTH
CHADWICK
BEARDEN LN
PARAMOUNT DR
SR 261 (HELENA RD)
CUNNINGHAM DR
OLD TOWN PL
RAILROAD AVE
ELM ST
1ST AVE W
1ST AVE E
3RD AVE E
CR 52 E
CR 52 W
CR 13
CR 93
CR 277
CR 91 (COALMONT RD)
CR 17
CR 58
CR 95
AUSTIN RD
ELVIRA RD
SHADOW LAKE
OLD CAHABA
OLD CAHABA PKWY
HILLSBORO PKWY
SOUTH SHADES CREST RD
PORTER RD
PORTER GREENDR
SILVER DR
MORGAN RD
AVIATION RD
BEALES RD
MCCLENDON CHAPEL RD
GARDEN TR
MARTIN LN
RIVER OAKS DR
RIVER VALLEY RD
RIVERWOODS PKWY
BROOK DR
OLD CAHABA TR
OLD CAHABA DR
BENTWOOD RIDE
FIELDSTONE DR
NORTH DR
WYNDHAM PKWY
WYNDHAM LN
MACQUEEN DR
KING RIDGE
ROCKY RIDGE
SCURLOCK RD
DUNHAM CIR
LAKELAND TR
TRADEWIND DR
SOUTH LN
SOUTHFIELD DR
WOODTRACE DR
WOODTRACE CIR
SHANNON CIR
BRIDLEWOOD TRAIL
BRIDLEWOOD LN
RING DOWNS DR
EAST RIDGEWAY
COX COVE
ROY DR
LEE'S COVE
APPLEWOOD RD
BOWRON RD
TUCKER RD
BARONNE PLACE
BARONNE RD
ROSEBURG RD
ROBINSON RD
KING ST
SYKES ST
TANNEHILL LN
MAULDIN DR
RUFFIN RD
SR 251
SPENCER LN
ROBERTSON LN
BEARDEN RD
PANTHER CIR
BEARDEN LN
SHADES CREST RD
SHADY TR
LAKEFRONT TR
SHORESIDE LN
TIMBERLAND DR
OAKLEAF TR
TIMBER OAK CIR
ASTER LAKE RD
GREENDALE DR
ROSEBERY LN
PIEDMONT DR
OAKLEAF CIR
ASPEN LAKE RD
LAUREL LAKES WAY
LAUREL LAKES DR
LAUREL LAKES LN
GRAND OAKS VW
STERLING LAKES
MONTGOMERY
CHESTNUT LN
CABIN VIEW TR
RIDGEMONT DR
RIDGE LN
LEE RD
CREEKWATER
Future Development
RIVER CREST LN
MOSS BEND DR
OAK CIR
BROOKSTONE
BROOKSTONE CIR
TRIGGER CREEK
CR 52 W
CR 13
CR 277
CR 91 (COALMONT RD)
CR 17
CR 58
CR 95
CR 93
CR 52 E

PHYSICAL ENVIRONMENT

TOPOGRAPHY

Helena lies within the general physiographical region known as the Alabama Valley and Ridge Region, which is comprised of a series of ridges and valleys that encompass the southern extent of the Appalachian Mountains. Sub-regions which traverse through the Helena area include the Cahaba Valley, and the Coosa Ridges to the valley's southeast and the Cahaba Ridges to the valley's northwest. Elevations range from 500 feet to less than 1500 feet throughout the sub-regions within the Helena area. The primary valley in which Helena is situated is the Opossum Valley, which runs roughly along the CR 17/ SR 261 corridor from city limit line to city limit line. To the east of this valley is the New Hope Mountain, which stretches generally along the border of Helena and Pelham. A series of ridges lie across the Cahaba River in the area of the county boundary beginning with Chestnut Ridge, followed by Pine Mountain and Shades Mountain, and then continuing with Bee Ridge and Bluff Ridge up to the city limits of Bessemer.



With its location being in the northern half of Alabama, Helena lies within an area that relatively has a higher probability of earthquakes than other locations further south. Although the greatest likelihood of earthquakes exist in the northeastern and northwestern corners of the state, the area within fifty miles of the Helena city center has had its fair share of Minor Magnitude Class (3.0 - 3.9) and Light Magnitude Class (4.0 – 4.9) earthquakes within the past fifteen years. The most recent was a magnitude 3.6 earthquake which occurred in August 2004 just a little over eight miles southwest of the city center, while the largest within the above mentioned timeframe and distance, a magnitude 4.8 earthquake, occurred in January 1999 nearly 25 miles away. Other earthquakes of note were a magnitude 4.0 earthquake in December 1997 twenty nine miles away and a magnitude 3.8 earthquake in November 1999 almost twenty five miles away. Alabama's largest recorded earthquake centered within the state, a Moderate Magnitude Class (5.0 – 5.9) earthquake with a magnitude of 5.1 was near Irondale in October 1916.

Helena lies within the Alabama/Cahaba River Basin as all small and large creeks that meander through Helena ultimately flow into the Cahaba River at some point. The Cahaba River is the primary waterway which crosses through the city limits from one end to the other, and as such, a large swath bordering the river as well as areas surrounding the creeks which flow into the river are situated within floodplains which are subject to periodic flooding. The Federal Emergency Management Agency (FEMA), as part of the National Flood Insurance Program (NFIP), adopted the base flood standard.



Hurricane Creek

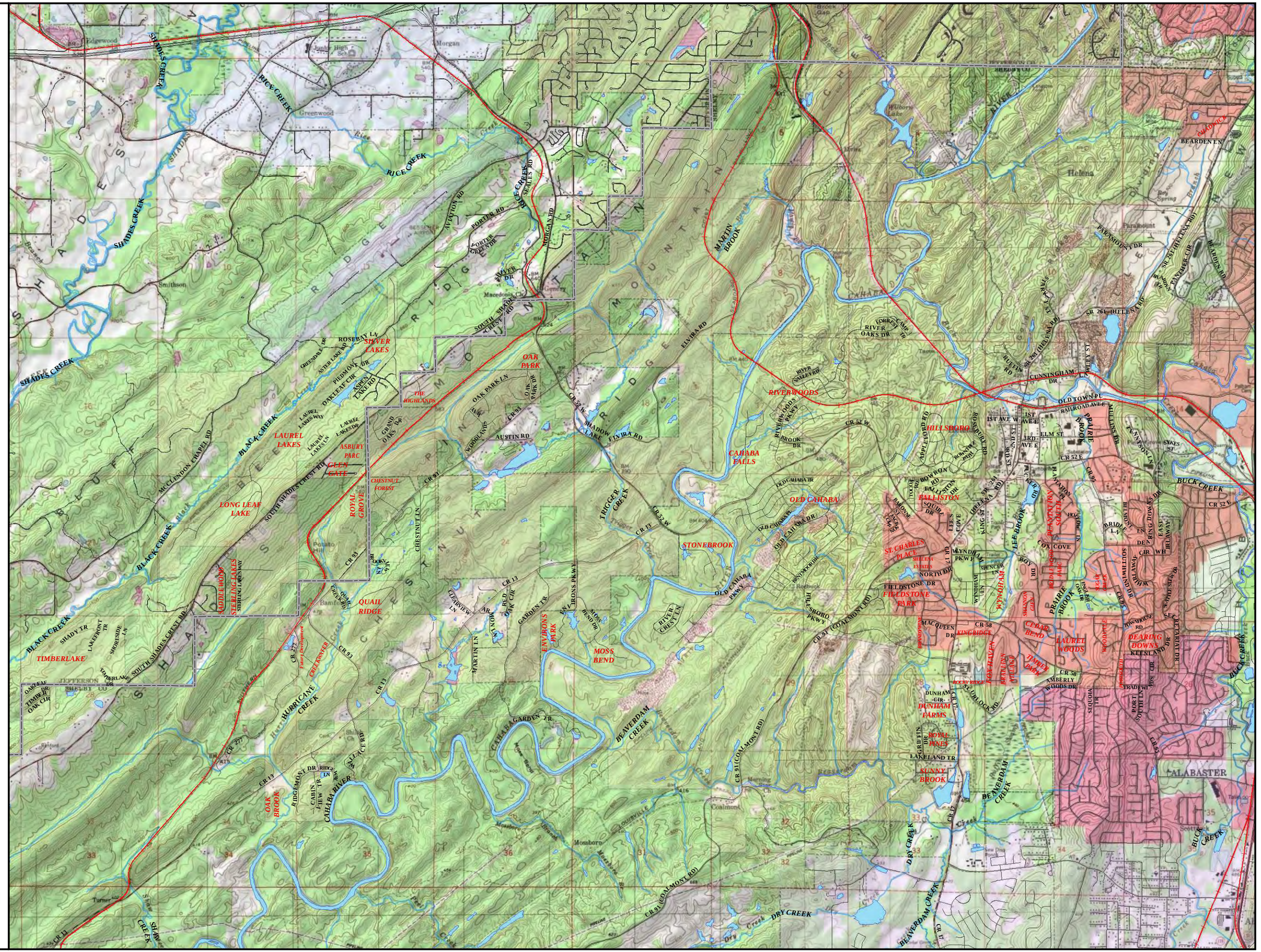
A base flood is a flood that has a one percent chance of being equaled or exceeded each year; otherwise known as a 100 year flood. Base flood zone designations or Special Flood Hazard Areas found on the Flood Insurance Rate Maps (FIRM) within Helena are Zone A, which are determined by approximate methods of analysis and Zone AE, which are determined by detailed methods of analysis. Examples of Zone AE are the full lengths of the Cahaba River and Buck Creek, while examples of streams that have shared designations of both Zone A and Zone AE are Beaverdam Creek, Lee Brook, Prairie Brook, and Roy Branch. Instances with a designation of only Zone A include Hurricane Creek and the Ruffin Swamp area, and Black Creek within Jefferson County. Also included is Zone B, where a flood has a 0.2 percent chance of being equaled or exceeded each year; otherwise known as a 500 year flood. Such occurrences are found adjacent to the Zone A and Zone AE areas of the Cahaba River, Beaverdam Creek, Buck Creek, and Prairie Brook.

WETLANDS

Wetlands are land areas where saturation with water is the primary factor determining the nature of soil development and the types of fauna and flora living within and on top of the soil. Their common theme is that soil in these areas are periodically saturated with or covered with water. Within the city limits, there exist two main types of wetlands, freshwater emergent wetlands and freshwater forested/shrub wetlands. Ruffin Swamp is the largest, approximately 91 acres, freshwater forested/shrub wetlands, while another sizeable freshwater forested/shrub wetland is situated along Prairie Brook. A freshwater forested/shrub wetland is located along Beaverdam Creek west of Ruffin Swamp. The largest of the freshwater emergent wetlands, less than five acres, is found off Buck Creek.

The potential exists to have an interpretive center similar to the one at Ebenezer Swamp. Helena could create the Ruffin Swamp Interpretive Center which could attract visitors especially school age children to learn about these wetlands and at the same time protect the wetlands from future development. Ruffin Swamp is located on private property so the land would need to be acquired through purchase, donation, or a conservation easement.

TOPOGRAPHY


SHADES CREEK
RICE CREEK
BLACK CREEK
HURRICANE CREEK
BEAVERDAM CREEK
DRY CREEK
BUCK CREEK
CAHABA RIVER
SHELBY COUNTY
JEFFERSON COUNTY
BLUFF
RIDGE
MOUNTAIN
CHESTNUT
SHADES
Edgewood
Morgan
Greenwood
Smithson
Helena
Paramount
Macedonia Ch
Bethel Ch
Shiloh Ch
Mt Olive Ch
Morning Ch
Coalmont
Mosaboro
Bamford
Turner
Potato Hill
Wilborn Lake
Junior High Sch
SILVER LAKES
OAK PARK
THE HIGHLANDS
LAUREL LAKES
ASBURY PARC
GLEN GATE
LONG LEAF LAKE
ROYAL GROVE
CHESTNUT FOREST
QUAIL RIDGE
TIMBERLAKE
RIVERWOODS
CAHABA FALLS
OLD CAHABA
STONEBROOK
MOSS BEND
ENVIRONS PARK
HILLSBORO
HALLISTON SQUARE
FIELDSTONE PARK
CEDAR BEND
LAUREL WOODS
BEARING DOWNS
DUNHAM FARMS
SUNNY BROOK
ALABASTER
ELVIRA RD
CR 52 W
CR 52 E
CR 93
CR 13
CR 277
CR 17
CR 99
SR 261 (HELENA BLVD)
1 Inch = 3,500 Feet
NORTH
Feet
0
1,750
3,500
7,000

SPECIAL FLOOD HAZARD AREAS

LEGEND

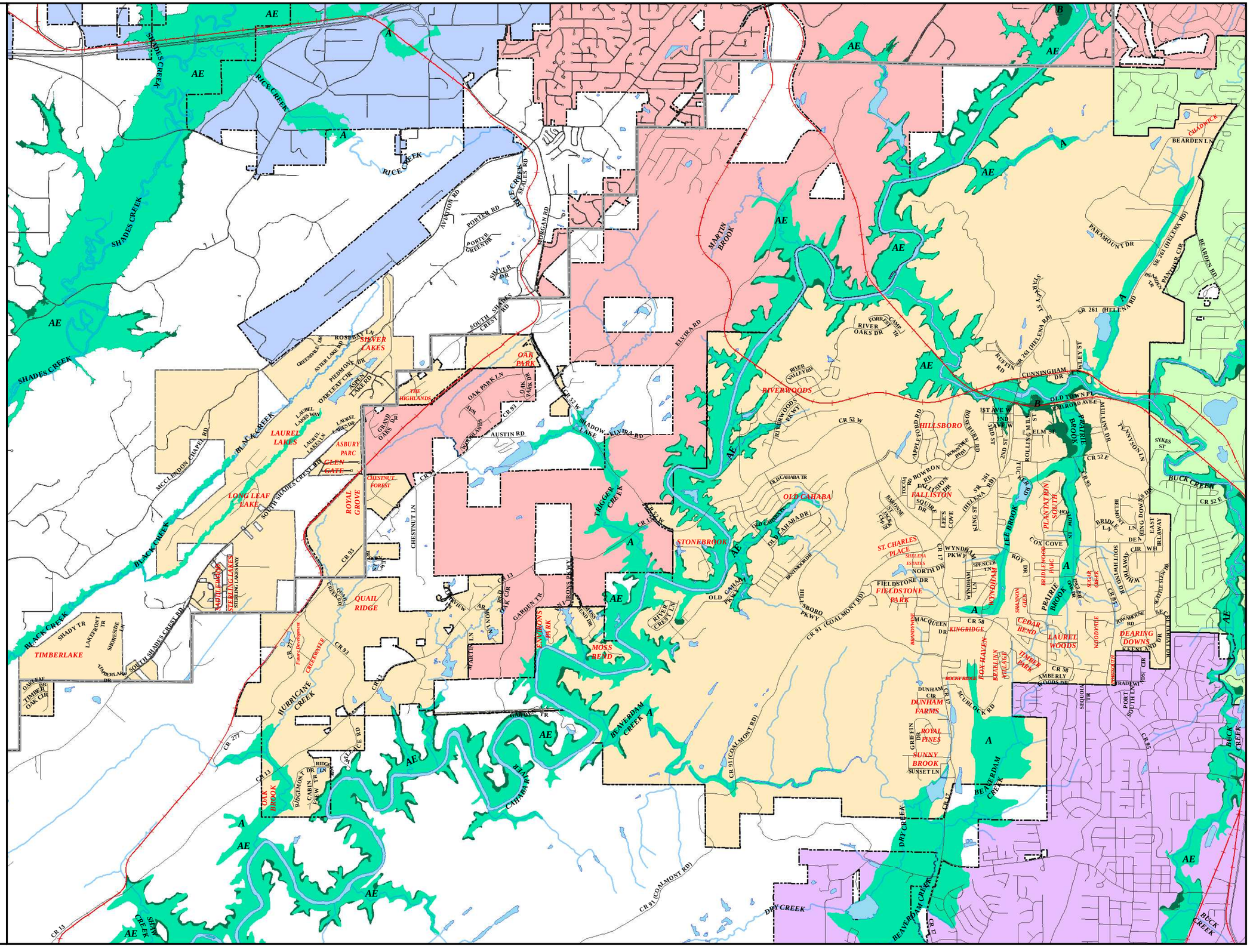
- 100 Year Flood
- 500 Year Flood
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: Alabama Office of Water Resources
Digital FIRM September 2006

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet


AE
A
B
SHADES CREEK
RICE CREEK
BLACK CREEK
HURRICANE CREEK
BEAVERDAM CREEK
DRY CREEK
BUCK CREEK
TRIGGER CREEK
MARTIN BROOK
CHILDWICK
BEARDEN LN
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PLANTATION DR
AVIATION RD
PORTER RD
PORTER GREENDR
SILVER DR
BEALES RD
MORGAN RD
SOUTH SHADES CREST RD
ELVIRA RD
RIVER OAKS DR
RIVER VALLEY RD
RIVERWOODS
RIVERWOODS PKWY
CUNNINGHAM DR
RUFFIN RD
VALLEY ST
OLD TOWN PL
RAILROAD AVE
1ST AVE N
1ST AVE W
ELM ST
HILLSBORO
APPLEFORD RD
ROSEBURY RD
ROBINTREE PHS
MULLINS DR
PRAIRIE BROOK
SYKES ST
NOSSAU LN
CR 52 W
CR 52 E
CR 35
OLD CAHABA TR
OLD CAHABA
OLD CAHABA DR
BOWRON RD
FALLISTON
FALLISTON SQUARE DR
LEE'S COVE
KING ST
WYNDHAM PKWY
WYNDHAM LN
SPENCER LN
NORTH DR
ST. CHARLES PLACE
SHELBIA ESTATES
FIELDSTONE DR
FIELDSTONE PARK
HILLSBORO PKWY
CR 91 (COALMONT RD)
MAC QUEEN DR
KINGRIDGE
CR 58
AMBERLY WOODS DR
LEE BROOK
ROY DR
COX COVE
PLANTATION (SOUTH)
PRAIRIE BROOK
SHANNON GLEN
CEDAR BEND
LAUREL WOODS
WOODYATE
BEARING DOWNS
KEENLAND DR
FOX HAVEN
BETELLIN ATLAS
TIMBER PARK
DUNHAM CIR
DUNHAM FARMS
SCURLOCK RD
ROYAL PINES
SUNNY BROOK
SUNSET LN
GRIFFIN DR
SEQUOIA DR
FORT SOUTH LN
RADLEWI
RIDGE DOWNS DR
EAST RIDGE WAY
SOUTHWIND DR
SOUTHWIND WAY
BRIDLEWOOD
BRIDLE WOOD PASS
SADDLE CREEK
SADDLE CREEK DR
SADDLE CREEK CIR
SILVER QUEEN
SILVER QUEEN CIR
SILVER QUEEN DR
SILVER QUEEN LN
SILVER QUEEN WAY
SILVER QUEEN PL
SILVER QUEEN TR
SILVER QUEEN CT
SILVER QUEEN PKWY
SILVER QUEEN BLVD

WETLANDS

LEGEND

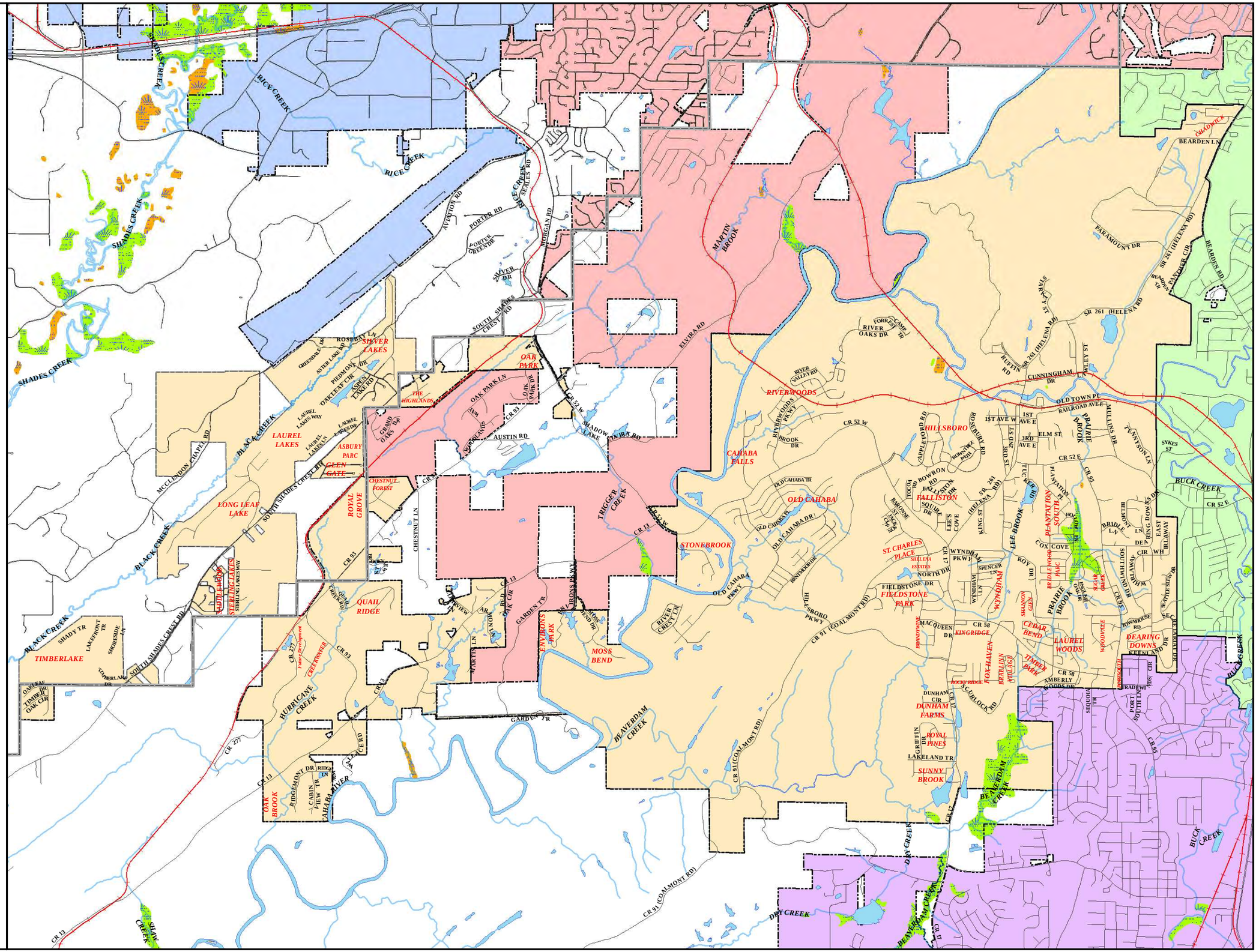
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: U.S. Fish & Wildlife Service
Digital National Wetlands Inventory
February 1981

1 Inch = 3,500 Feet

0 1,750 3,500 7,000 Feet

NORTH



SOILS

The Soil Conservation Service of the United States Department of Agriculture in cooperation with the Alabama Agricultural Experiment Station, the Alabama Soil and Water Conservation Committee, and the Alabama Cooperative Extension Service conducted fieldwork between 1970 and 1980 to produce Soil Surveys. Although completed nearly thirty years ago, the soil characteristics have generally remained the same in undeveloped areas, following streams, and along ridges. General soil mapping shows broad areas that have a distinctive pattern of soils, relief, and drainage but should only be used to compare the suitability of large areas for general land uses. Detailed soil mapping can be used to determine the suitability, limitations, and potential of soils for a specific use.

Shelby County Detailed Soil Map Units	
AnB - Allen Loam, 2-6% Slopes	MfD - Minvale-Fullerton Complex 6-15% Slopes
AqC - Allen-Quitman-Urban Land Complex, 0-10% Slopes	MfE - Minvale-Fullerton Complex, 15-35% Slopes
BmF - Bodine-Minvale Complex, 25-45% Slopes	MuE - Minvale-Fullerton-Urban Land Complex, 6-25% Slopes
BrF - Brilliant Very Channery Loam, 6-45% Slopes	NaC - Nauvoo Loam, 2-8% Slopes
Ch - Choccolocco Loam	NaD - Nauvoo Loam, 8-15% Slopes
CS - Choccolocco-Sterrett Association	NaE - Nauvoo Loam, 15-35% Slopes
DeB2 - Dewey Clay Loam, 2-6% Slopes	NcD - Nauvoo-Sunlight Complex, 8-15% Slopes
DeC2 - Dewey Clay Loam, 6-10% Slopes	NcE - Nauvoo-Sunlight Complex, 15-25% Slopes
DtC - Dewey-Tupelo-Urban Complex	NMS - Nella-Mountainburg Association, Steep
DuB - Decatur Silt Loam, 2-6% Slopes	QuB - Quitman Loam, 0-4% Slopes
DuD - Decatur Silt Loam, 10-15% Slopes	ToD - Townley Silt Loam, 4-12% Slopes
DuX - Decatur-Urban Land Complex, 2-10% Slopes	ToE - Townley Silt Loam, 12-18% Slopes
EtB - Etowah Silt Loam, 2-6% Slopes	TsE - Townley-Sunlight Complex, 12-35% Slopes
EtC - Etowah Silt Loam, 6-10% Slopes	TtE - Townley-Urban Land Complex, 4-25% Slopes
GrD - Gorgas-Rock Outcrop Complex, 6-15% Slopes	Tu - Tupelo Loam, Frequently Flooded
HvD - Hanceville Loam, 6-15% Slopes	Tx - Tupelo-Dewey Complex

Source: Soil Survey of Shelby County, Alabama -- 1984

The predominant soil within the city limits from the Soil Survey of Shelby County is the NcE Nauvoo-Sunlight Complex. This soil, which consists of moderately deep and shallow moderately steep well drained soils formed in residuum of sandstone and siltstone, encompasses a wide swath following the valley on both sides of the Cahaba River. NcE soil lies beneath the subdivisions of Hillsboro, Falliston, Riverwoods, Cahaba Falls, Moss Bend, Sunny Brook, and Old Cahaba, and the proposed subdivisions of Hillsboro South and Hillsboro North. Although areas of this soil are used for homes, NcE soil is poorly suited for residential development due to limitations related to slope, depth to rock, moderate permeability, and low strength.

Another soil found within the city limits from the Soil Survey of Shelby County that has been used for residential development even though it is poorly suited for urban development is the BmF Bodine-Minvale Complex. Dearing Downs Subdivision was built mostly on top of this soil. Other soils found that also have poor suitability for urban development that have been used for residential development include BrF Brilliant Very Channery Loam (Old Cahaba), NaE Nauvoo Loam (Oak Park, Quail Ridge), ToD Townley Silt Loam (Wyndham), ToE Townley Silt Loam (Kingridge, Rock Ridge), TtE Townley-Urban Land Complex (Old Town), and Tx Tupelo-Dewey Complex (Plantation South). The reasons for these soils poor suitability include slope, depth to rock, slow permeability, and low strength. Although these soils have development limitations, permeability is corrected through the use of a sewer system as opposed to using septic tanks, and building techniques such as reduced site disturbance and roadway design can be utilized to eliminate or minimize other limitations. Two other soils found along the Cahaba River and its tributaries, Ch Choccolocco Loam and CS Choccolocco-Sterrett Association, are also poorly suited for urban development but have not been built upon due to flooding.

Jefferson County Detailed Soil Map Units	
2 Albertville Silt Loam, 2-6% Slopes	25 Holston-Urban Land Complex, 2-8% Slopes
4 Allen Fine Sandy Loam, 8-15% Slopes	27 Leesburg-Rock Outcrop Complex, Steep
11 Decatur Silt Loam, 8-15% Slopes	30 Nauvoo Fine Sandy Loam, 2-8% Slopes
12 Decatur-Urban Land Complex, 2-8% Slopes	31 Nauvoo Fine Sandy Loam, 8-15% Slopes
13 Docena Complex, 0-4% Slopes	34 Nauvoo-Montevallo Association, Steep
20 Gorgas-Rock Outcrop Complex, Steep	39 Sullivan-State Complex, 0-2% Slopes
22 Hanceville Fine Sandy Loam, 8-15% Slopes	40 Townley-Nauvoo Complex, 8-15% Slopes
24 Holston Loam, 2-8% Slopes	

Source: Soil Survey of Jefferson County, Alabama -- 1982

The predominant soil within the city limits from the Soil Survey of Jefferson County is 34 Nauvoo-Montevallo Association which is found in the subdivisions of Silver Lakes, Long Leaf Lake, and Timberlake. Two soils along Shades Mountain, 20 Gorgas-Rock Outcrop Complex (Sterling Lakes, Asbury Parc) and 27 Leesburg-Rock Outcrop Complex, have poor suitability for residential development. These three soils have limitations to development which are related to slopes and shallow soil depths, but can be overcome through extensive excavation. Another soil along Shades Mountain, 22 Hanceville Fine Sandy Loam (Glen Gate, Saddlewood), is favorable for residential development.

DETAILED SOILS

Shelby County	Jefferson County
AnB	2
AqC	4
BmF	11
BrF	12
Ch	13
CS	20
DeB2	22
DeC2	24
DtC	25
DuB	27
DuD	30
DuX	31
EtB	34
EtC	Pits
GrD	39
HvD	40
MfD	Urban Land
MfE	Water
MuE	
NaC	
NaD	
NaE	
NcD	
NcE	
NMS	
Pits	
QuB	
ToD	
ToE	
TsE	
TtE	
Tu	
Tx	
Water	

Sources: U.S. Department of Agriculture
Natural Resources Conservation Service
Soil Survey of Shelby County, 1984
Soil Survey of Jefferson County, 1982

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet

CLIMATE

Helena lies within the Humid Subtropical Climate Zone, characterized by hot, humid summers and cool winters. Precipitation is abundant, overwhelming in the form of rain, with the average annual rainfall between 54 and 56 inches. Typically, the first frost occurs on average between October 30 and November 10, while the last frost takes place on average between March 15 and March 25. Average annual temperatures fall in the range of 60 to 62 degrees Fahrenheit. Average January temperature lies between 46 and 48 degrees Fahrenheit, and average July temperature is between 80 and 81 degrees Fahrenheit.

AIR QUALITY

As amended in 1990, the Clean Air Act mandated that the Environmental Protection Agency (EPA) devise standards to regulate air emissions from stationary and mobile sources that negatively affect the public health and the environment. National Ambient Air Quality Standards (NAAQS) were formulated and federal limits were set to monitor the concentrations of ground-level ozone and particulate matter (PM). In order to check compliance with the NAAQS, the State of Alabama Department of Environmental Management (ADEM) operates monitors, which collect data to document concentrations of ground-level ozone and PM, except within Jefferson County and the City of Huntsville. The Jefferson County Department of Health (JCDH) oversees the monitors in the county.

As set in 2008, the federal limit for ground-level ozone is 75 ppm or parts per million. A violation of the NAAQS for ground-level ozone occurs when the three year average of the fourth highest daily maximum 8-hour average ground-level ozone concentrations measured at each monitor exceeds the limit. Such a violation would cause the county to be designated as non-attainment for ground-level ozone. In January 2010, EPA proposed lowering the federal limit to at least 70 ppm. One of the thirteen ozone monitors which ADEM operates is in Helena just off SR 261. This monitor has exceeded the limit for 8-hour ozone over the last four three year average periods, and has caused Shelby County to remain a nonattainment area. Within Jefferson County, nine ozone monitors are situated outside Helena in communities such as Hoover and McAdory. Jefferson County is also in violation as several of its monitors exceeded the federal limit over the last three year monitoring period. Statewide, only Jefferson and Shelby Counties are in nonattainment.

Eight Hour Ozone Three Year Averages				
Ozone Monitor	2007-2009	2006-2008	2005-2007	2004-2006
Helena	81	87	88	85
Hoover	80	87	89	83
McAdory	78	83	86	80

Source: State of Alabama Department of Environmental Management

PM2.5 or fine particle pollution is particulate matter with a diameter of 2.5 micrometers or less. ADEM operates fifteen PM2.5 monitors including one in Pelham. JCDH maintains eight PM2.5 monitors with the closest ones to Helena in McAdory and Hoover. The 1997 annual standard for

PM2.5 is 15.0 ug/m3 (micrograms per cubic meter), based on a three year average of annual mean concentrations. The 2006 twenty-four hour standard is 35 ug/m3, based on a three year average of the annual 98th percentile concentrations.

Annual PM2.5 Three Year Averages				
PM2.5 Monitor	2007-2009	2006-2008	2005-2007	2004-2006
Pelham	12.1	13.5	14.6	14.3
Hoover	12.5	14.2	15.4	15.1
McAdory	12.8	14.5	15.9	15.5

Source: State of Alabama Department of Environmental Management

24-Hour PM2.5 Three Year Averages				
PM2.5 Monitor	2007-2009	2006-2008	2005-2007	2004-2006
Pelham	25.6	28.6	31.3	32.8
Hoover	25.4	29.2	32.0	34.1
McAdory	26.0	30.2	33.4	35.6

Source: State of Alabama Department of Environmental Management

Although the Pelham monitor did not exceed either PM2.5 standard, monitors in Jefferson County did, and thus Jefferson County was designated nonattainment for both standards. However, the EPA determined that Shelby County was contributing to Jefferson County's pollution due to commuting patterns as well as the Wilsonville power plant. Thus, Shelby County was designated nonattainment for both standards as well.

Nonattainment affects the economy in that the attraction of industry to the industrial park or to vacant land elsewhere is limited to those industries which have no emissions. Traffic congestion impacts nonattainment and Helena should encourage the use of the RPC's CommuteSmart program by its residents. This program is centered toward the use of carpooling and vanpooling of employees to major employment centers such as downtown Birmingham, UAB, and office parks such as Riverchase or Inverness. Helena should provide a park & ride lot for carpooling and vanpooling to reduce traffic. The City should consider replacing aged vehicles and equipment with alternative fuel ones which use E85 ethanol, biodiesel, or propane; and encourage local stores to offer such alternative fuels.

SOCIOECONOMIC CONDITIONS

DEMOGRAPHIC

In 1950, the City of Helena's corporate boundary extent remained, as it was in 1940, a small circle around the area of Old Town with a population of 421, which in fact was a significant dip of nearly thirty-seven percent from peak of 667 in 1940. Although the city limits expanded significantly easterly toward Pelham and southerly toward Alabaster forming a more rectangular shape by 1960, the population grew less than twenty-five percent to 523, and still had not even reached its 1930 population level of 549.



Dearing Downs Subdivision

a

During the 1960's, the rectangular shaped city began to be populated as the City experienced growth of 112 percent within the decade with the 1970 population level being 1,110, even though Interstate 65 had yet to be built in northern Shelby County. The growth continued as the city limits expanded primarily westward to the Cahaba River in some places with a 91.89 percent change during the 1970's to a 1980 population level of 2,130 and an 83.94 percent change during the 1980's to a 1990 population level of 3,918. Interstate 65 was completed during this timeframe, and Helena had still not seen the growth explosion that its neighbors had encountered by 1990.

Helena's growth explosion finally came during the 1990's as the decade experienced a whopping 162.79 percent change from the 1990 population level of 3,918 to the 2000 population level of 10,296. The subdivisions south of Old Town from the Pelham city limits to the Alabaster city limits to roughly County Road 17 had nearly reached capacity and the areas west of County Road 17 once used for coal mining had now become areas targeted for residential uses. Annexations continued westward crossing the Cahaba River and reaching Jefferson County, actually annexing a small area of Jefferson County. Growth continued from 2000 through 2010 as developments off County Road 52 continued to be populated, and additional annexations and residential developments within Jefferson County off South Shades Crest Road occurred. Although Helena grew in population over the prior decade, its growth rate paled in comparison to the growth rates experienced over the past four decades. This latest growth rate was stymied by the recent economic downturn. Still, Helena's growth rates since 1960 have continually surpassed each county's growth rates. In looking at surrounding municipalities, Helena did not gain ground on its Shelby County neighbors of Alabaster and Pelham, but did gain ground on its Jefferson County neighbor of Bessemer and bypassed the population of Hueytown.

Helena Population Counts by Census Year									
County	1930	1940	1950	1960	1970	1980	1990	2000	2010
Jefferson	0	0	0	0	0	0	0	3	2,225
Shelby	549	667	421	523	1,110	2,130	3,918	10,293	14,568
Total	549	667	421	523	1,110	2,130	3,918	10,296	16,793
% Change		21.49	(36.88)	24.23	112.24	91.89	83.94	162.79	63.10

Source: US Bureau of the CensusHelena Population Counts by Census Year

County Population Counts by Census Year									
County	1930	1940	1950	1960	1970	1980	1990	2000	2010
Jefferson	431,493	459,930	558,928	634,864	644,991	671,371	651,525	662,047	658,466
% Change		6.59	21.52	13.59	1.60	4.09	(2.96)	1.61	(0.54)
Shelby	27,576	28,962	30,362	32,132	38,037	66,298	99,358	143,293	195,085
% Change		5.03	4.83	5.83	18.38	74.30	49.87	44.22	36.14

Source: US Bureau of the Census

Surrounding Municipality Population Counts by Census Year									
Municipality	1930	1940	1950	1960	1970	1980	1990	2000	2010
Birmingham	259,678	267,583	326,037	340,887	300,910	284,413	265,968	242,820	212,237
Hoover	NA	NA	NA	NA	688	19,792	39,788	62,742	81,619
Alabaster	NA	NA	NA	1,623	2,642	7,079	14,732	22,619	30,352
Bessemer	20,721	22,826	28,445	33,054	33,428	31,729	33,497	29,672	27,456
Pelham	NA	NA	NA	NA	931	6,759	9,759	14,639	21,352
Helena	549	667	421	523	1,110	2,130	3,918	10,296	16,793
Hueytown	NA	NA	NA	5,997	7,095	13,309	15,280	15,364	16,105
Calera	NA	1,092	1,361	1,928	1,655	2,035	2,136	3,158	11,620
Montevallo	1,245	1,490	2,150	2,755	3,719	3,965	4,239	4,825	6,323

Source: US Bureau of the Census

Between censuses, companies such as Nielsen Claritas produce demographic estimates and projections that are used by governments and businesses alike to get a grasp of the likely population for an area. At the publication of this document, not all demographic data related to Census 2010 had been released. The figures which stand out are the percent changes from 2000 to 2010 of Helena's elderly population, especially the 161.2 percent for the 55 to 64 age group and the 93 percent for those over 64 years of age. Helena needs to be geared for the elderly population that it currently has and those within the next age group down which will be part of that elderly population within the next decade.

Although the population through 24 years of age has seen double digit percentage increases over the past decade, the adult age group of 25 to 34 experienced a slight dip of negative 4.5%. This dip may



Helena Senior Citizens Center

be just an anomaly but could expand not only within this age group but others above it if the effects of the recession continue. Members of the 25 to 34 age group will not only need to go where the jobs are but to find housing they can afford.

Age Group (Years)	Population by Age and Gender						
	Total 2000	Total 2010	Percent Change 2000-2010	Males 2000	Males 2010	Females 2000	Females 2010
Under 5	1,043	1,430	37.1	501	723	542	707
5 to 14	1,555	2,536	63.1	764	1,297	791	1,239
15 to 24	976	1,802	84.6	458	895	518	907
25 to 34	2,434	2,323	-4.6	1,169	1,101	1,265	1,222
35 to 44	1,961	2,658	35.5	938	1,319	1,023	1,339
45 to 54	1,246	2,135	71.3	596	1,052	650	1,083
55 to 64	551	1,439	161.2	268	695	283	744
65 and Over	530	1,023	93.0	208	435	322	588
Total	**10,296**	**15,346**	**49.0**	**4,902**	**7,517**	**5,394**	**7,829**

Sources: U.S. Census Bureau; Nielsen

Members of age groups 25 and older are becoming more educated by obtaining better degrees than their predecessors did. Concerning the dip in this particular age group, degreed individuals will go where the quality jobs and affordable housing are located.

Comparative Educational Attainment Persons 25 Years and Older				
Educational Level	2000 Total	Percent	2010 Total	Percent
Less than 9th grade	71	1.1	95	1.0
9th to 12th grade, no diploma	261	4.0	280	2.9
High school, graduate	1,218	18.5	1,749	18.3
Some graduate, no degree	1,666	25.3	2,326	24.3
Associate degree	391	5.9	768	8.0
Bachelor's degree	2,322	35.3	3,288	34.3
Graduate or professional degree	650	9.9	1,072	11.2
Total	**6,579**	**100**	**9,578**	**100**

Source: U.S. Census Bureau; Nielsen

ECONOMIC



Helena has continued to grow due to its close proximity to the major employment hub of Birmingham. In the past, raw materials such as coal not people moved north out of Helena to the factories, but now residents are commuting north to workplaces at corporations and universities. As a proud "bedroom community" of Birmingham, Helena has received recent quality of life national praise. In 2009, Money Magazine ranked Helena 90th in its "Best Places to Live: Top 100" bettering its 91st rank by the magazine in 2007. Helena had garnered the magazine's "#1 Place to Live in Alabama" for 2007. Money Magazine's criteria focused on the best combination of economic opportunity, good schools, safe streets, things to do, and a real sense of community. Business Week recognized Helena as the 13th "Best Place to Raise Your Kids" in 2007 based on school test scores, crime rates, cost of living, recreational/cultural activities, and the number of schools. Both magazines have since restricted their rankings to cities of at least 50,000 residents.

The median family income increased 24.1% between 2000 and 2010 from $62,908 to $78,056. Although not all of the population figures were pleasant, the household income numbers are encouraging. Households with incomes of $100,000 to $149,999 grew over 290%, while households with incomes of at least $200,000 swelled 697%. All households with incomes of at least $50,000 experienced double digit percent changes. However, the two low end income groups which experienced negative percent changes might seem to be good news on the surface, but the distinct possibility exists, especially with the current economic conditions, that members of these groups dropped to lower groups. Each income group below a group, which had a negative percent change, expanded over 60%.

Household Income			
Income	Households 2000	Households 2010	Percent Change
Less than $15,000	127	211	66.1
$15,000 to $24,999	253	248	-2.0
$25,000 to $34,999	232	380	63.8
$35,000 to $49,999	670	651	-2.8
$50,000 to $74,999	1,139	1,275	11.9
$75,000 to $99,999	852	1,218	43.0
$100,000 to $149,999	328	1,281	290.5
$150,000 to $199,999	117	308	163.2
$200,000 or more	32	255	696.9

Source: U.S. Census Bureau; Nielsen

Although the city prides itself on being a small quaint community, it is still home to its own major corporations and has its own share of large employers. MailSouth, Inc., Vulcan Engineering Company, ABC Polymer Industries, Dudley C. Jackson Inc., and Metro Goals Inc. are all headquartered in Helena. A report from May 2010 showed that MailSouth, Inc. was the eighth largest employer within Shelby County with 450 employees at two county locations including Helena, and the 2008 Alabama Industrial Directory showed that the total employees at Vulcan Engineering Company and its sub-companies (Precision Equipment, Action Machinery, and Industrial Heating & Finishing) were estimated to be between 334 and 420. With the location of Helena Elementary School, Helena Intermediate School, and Helena Middle School within the city limits, Shelby County Schools is one of Helena's largest employers with 260 employees working within the city limits. The City of Helena is a large employer as well with over 70 full time employees. Other major industries with operations within Helena but without many employees are Vulcan Materials Company which operates the Helena Quarry and Plantation Pipe Line Company which operates a tank farm.

Helena has over one hundred fifty nonagricultural and non-home based establishments within the Private Goods Producing Industries and the Private Service Providing Industries. As in all populated areas, the primary type of industry found within the city limits with nearly one hundred thirty places of business is the Private Service Providing Industry, which is composed of Trade, Transportation, and Utilities; Information; Financial Activities; Professional and Business Services; Educational and Health Services; and Leisure and Hospitality sections.

Ranging from department stores to personal care stores to food stores to warehouses, the Trade, Transportation, and Utilities section boasts around sixty five places of business. With thirty-three establishments, the Leisure and Hospitality section is comprised of restaurants; and arts, entertainment, and recreational facilities. With roughly nineteen entities, the Financial Activities section encompasses banks, insurance companies, and real estate firms. The Educational and Health Services section is comprised of fourteen institutions, and the Professional and Business Services section has ten companies. With around twenty three facilities, the Private Goods Producing Industry consists of the Natural Resources and Mining; Construction; and Manufacturing sections. In addition to the abovementioned



Mail South, Inc. Headquarters

establishments found within commercial and industrial areas, Helena has nearly one hundred home based businesses.

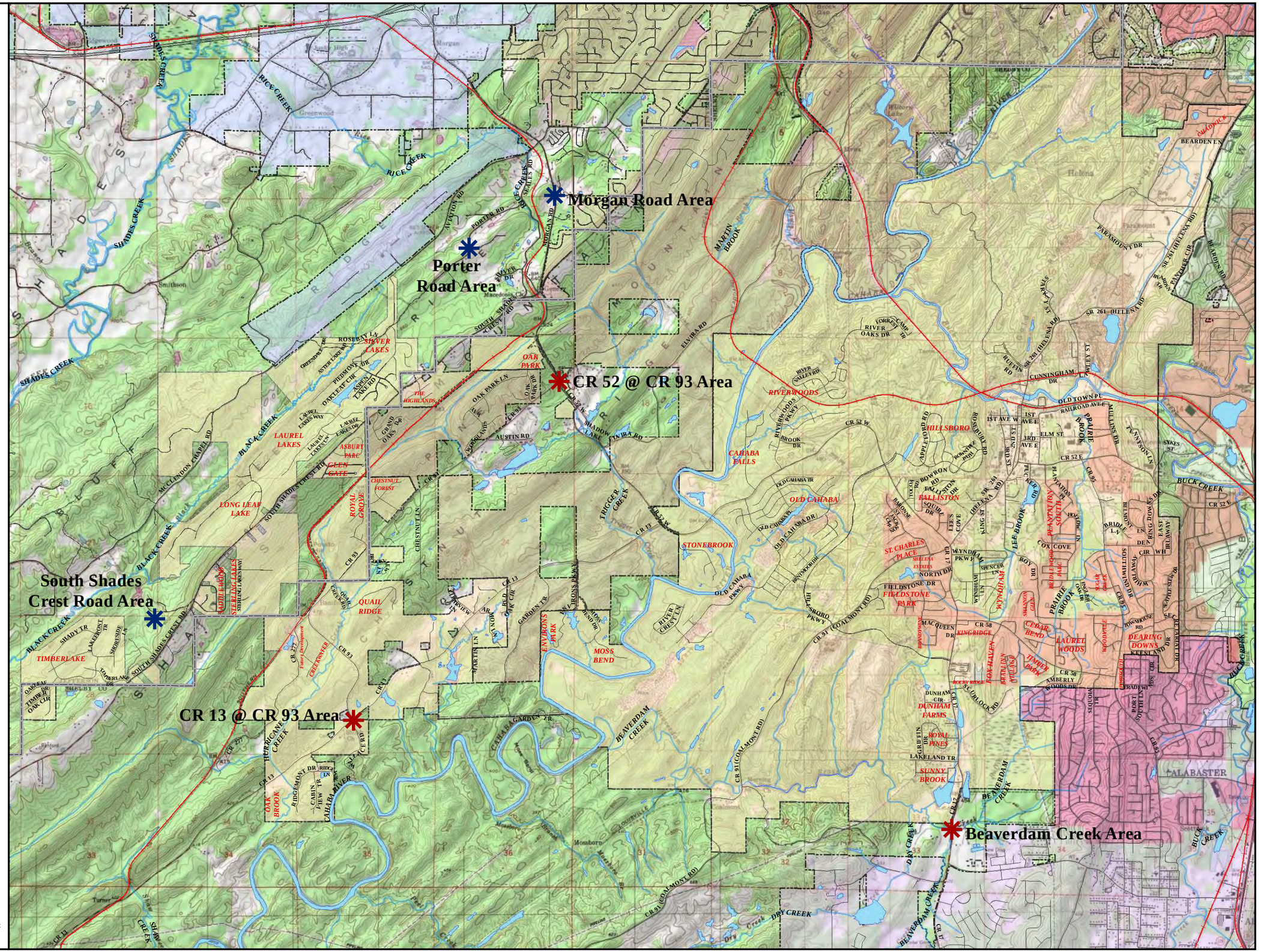
The nation experienced a recession from December 2007 through June 2009, but the effects of the longest recession since World War II are still being felt nationwide, especially in the Helena area. For a city which experienced tremendous growth during the first part of the decade, the recession hit Helena hard as housing starts waned to a trickle. Foreclosures and existing home sales proliferated adding more to the supply of houses than what the public demanded. Residential building permits declined for the most part as lots in developments such as Hillsboro and Sterling Lakes remained unfinished as such lots outnumbered finished lots. For other residential developments such as Laurel Lakes and Long Leaf Lake, streets exist in phases where finished lots are nonexistent. Land where master plans have been approved to build new subdivisions continues to lie undeveloped. This decline in the issuance of building permits is impacting the revenue collected from such as well as the lack of revenue generated from property taxes. Utility impact fees have been affected, and in order to cover rising utility costs, water and sewer rates rose in 2009.



Sterling Lakes Subdivision

Although the recession officially ended during the summer of 2009, its effects continued into the summer of 2010 as the City of Helena laid off fifteen part time workers, which included twelve firefighters, and reduced hours of some fulltime workers, which included police officers and sanitation workers.Winn Dixie announced that it would be closing its doors at the Helena Market Place. Business license and sales tax revenues

POTENTIAL ANNEXATION AREAS



LEGEND

Potential Annexation Areas

- Shelby County
- Jefferson County
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer



Helena Market Place

have declined. Helena lost an industry to Calera with about 40 employees when V & S Schuler Engineering, Inc. acquired Clark Substations creating V & S Clark Substations, LLC.

At the end of 2010, the City of Helena received a U.S. Department of Homeland Security grant designed to provide staffing for adequate fire and emergency response. Although this grant allows the City of Helena to bring back all of the part time firefighters released earlier in the year, it funds their pay and benefits for two years. If the economy does not improve within this time frame and revenues do not increase, the scenario played out in the summer of 2010 will be repeated.

Still, opportunities exist to improve the economic situation for Helena. With the elderly population of Helena increasing, the city should target businesses that cater to these residents. Senior living facilities which include assisted living arrangements as well as single family dwellings and condominiums would attract more medical professionals to the city not to mention new residents. Adding a medical office park within the city limits would give residents a centralized location to visit doctors and dentists. The completion of the Helena High School would add more staff to one of Helena's largest employers.

Opportunities abound on the west side of the Cahaba River as shopping options are nil for residents along CR 13, CR 93, and South Shades Crest Road. The unincorporated areas along Highway 52 West/Morgan Road between the river and Bessemer Airport should be prime targets of annexation to provide commercial areas. A light industrial area would be attractive to distribution industries that desire to be close to the interstate and/or the proposed intermodal rail facility in McCalla. An elementary school is being considered in the McAdory attendance zone, however any potential sites in the Porter Road area would need to be annexed to be located within Helena. Land within the city limits is available off McClendon Chapel Road but a connector road would need to be constructed between this road and Aviation Road to be better accessed by city residents. Annexing land completely surrounded by Helena such as along CR 13 and land within unincorporated gaps along South Shades Crest Road should be objectives as city services such as police and fire pass through these areas daily.

FISCAL

The fiscal conditions which exist within any municipality are extremely important in that adequate revenue is needed to cover both annual expenses for operations and long term savings for future capital expenditures. When municipalities experience tremendous growth as occurred within Helena during the 1990's and the first half of the 2000's, the main sources of revenue – ad valorem and sales taxes – increase and stay robust as houses are constructed and residents spend money in the stores. Expenses are easily met and capital projects are undertaken. However, when a recession occurs as one did at the end of the last decade, revenues decline as construction and sales take major hits. Revenues from ad valorem taxes ultimately take a hit since they are done in arrears and properties might be revalued less than what they were prior to the recession due to lack of sales and an increase in foreclosures. In order to cover expenses with less revenue, cities are forced to put off capital projects and trim budgets.

The fiscal health of Helena can be examined by looking at its fiscal year departmental budgets over the past four years to examine annual expenditures and annual revenues. Expenditures for Administration, and Parks and Recreation have been the only departments, as well as the City as a whole, where every year has shown an increase from the previous year. With the exception of the Library and the Police Department, all departments had expenditures greater in Fiscal Year 2009 than in Fiscal Year 2006, but Streets Fiscal Year 2009 expenditures, were less than the previous two fiscal years.

As Helena grows, either rapidly as in the past or slowly as currently in the post-recession, expenditures will need to be increased in order to not only maintain but improve on the standard of living that Helena has and desires to have in the future. Unfortunately, personnel costs, including salaries, benefits, and training, are a major component in each department's expenditure outlay. Qualified, continually-trained firefighters and police officers comprise large segments of their respective department's expenses, and in order to maintain the high quality of the public safety services they provide, such expenses will need to be increased as needed. Annexations into Jefferson County have stretched the coverage areas of all departments whose services use vehicle mileage on a daily basis such as the Police Department, the Fire Department, Sanitation, and Streets.

Helena Annual Expenditures				
	FY 2006	FY 2007	FY 2008	FY 2009
Administration	$1,126,729	$1,373,776	$1,481,074	$1,606,716
Fire Department	$1,007,976	$990,307	$1,245,535	$1,330,008
Inspections	$124,515	$146,844	$153,657	$152,613
Library	$209,137	$221,197	$238,091	$199,993
Parks and Recreation	$345,358	$351,113	$388,751	$412,350
Police Department	$1,908,413	$1,825,860	$1,932,128	$1,884,931
Sanitation	$494,309	$516,865	$545,292	$531,957
Streets	$200,696	$342,264	$349,560	$317,652
Total	$5,417,133	$5,768,226	$6,334,088	$6,436,220

Source: City of Helena

When the economy and growth are strong, problems with revenue sources are almost non-existent, but in a recession problems abound. Revenue sources such as ad valorem and motor vehicle taxes, franchise fees, and garbage fees have shown yearly increases over the four years, but ad valorem taxes will be affected in the next fiscal year or two as significant numbers of properties within both counties had their property values dip in 2009. Sales and use taxes and ABC fees have shown yearly decreases. Building permit revenue dropped 64 percent, and Federal grants for the Police Department dropped 80 percent over the four years. Fine, newsletter ad, and copy/report collections are lower in Fiscal Year 2009 than in Fiscal Year 2006. Overall, total expenditures significantly exceeded total revenues during Fiscal Years 2008 and 2009 causing savings to be used.

Helena Annual Sources of Revenue				
	FY 2006	FY 2007	FY 2008	FY 2009
ABC	$83,523	$79,422	$75,950	$73,238
Ad Valorem Taxes	$579,800	$700,736	$812,069	$895,453
Boat Transfers	$1,772	$4,516	$3,334	$1,844
Building Permits	$209,511	$226,657	$117,356	$74,516
Concessions	$20,000	$25,000	$13,000	
Copies/Accident/I&O Reports	$8,159	$8,280	$7,547	$7,704
Federal Grants (Police)	$125,000	$125,000	$31,250	$25,000
Federal Grants (Fire)			$117,867	$137,950
Fines	$441,500	$455,000	$405,313	$419,546
Franchise Fees	$448,999	$519,594	$566,962	$626,769
Garbage Fees	$680,614	$744,559	$798,363	$838,484
Gasoline Taxes	$106,594	$111,931	$106,051	$109,174
Interest Income	$66,324	$134,784	$100,016	$32,541
Miscellaneous Income	$75,770	$106,067	$85,229	$116,920
Motor Vehicle Taxes	$40,049	$43,164	$45,197	$50,968
Newsletter Ads	$102,828	$107,833	$96,645	$91,062
Privilege Licenses	$389,707	$421,719	$549,556	$456,851
Rental Taxes	$55,381	$60,091	$70,773	$61,680
Sales/Use Taxes	$2,181,367	$2,081,297	$2,009,372	$1,900,303
Tobacco Taxes	$25,194	$28,152	$28,379	$28,361
Yard/Garage Sales	$2,040	$2,226	$2,3664	$2,286
Total	$5,644,132	$5,986,028	$6,042,593	$5,950,650

Source: City of Helena

In improving one's fiscal health to maintain quality services, add additional services and projects desired by the residents, and to compete regionally, the primary sources of revenue need to be examined. Local governments' primary sources are ad valorem taxes and sales taxes. Helena's primary source of revenue has been sales tax collections every year from Fiscal Year 2006 through Fiscal Year 2009. One would assume that ad valorem taxes would be in the top two every year, but garbage fees edged ad valorem taxes for second place in Fiscal Years 2006 and 2007.



Chadwick Subdivision

Pertaining to municipalities, the total general sales tax rates for Helena are different based on which county the tax is administered. Within Shelby County, Helena's total general sales tax rate will increase to nine percent come July 1, 2011 and be equal to Birmingham, Leeds, and Vincent as having the highest total rates in the county. However within Jefferson County, the total rate will climb to ten percent come July 1, 2011 and will be the highest rate in this county as well along with eleven others including Birmingham. Although the city rate of four percent and the state rate of four percent are the same in both counties, the county rates are different as Jefferson County has a two percent county rate and Shelby County has a one percent county rate. The difference in county rates could entice Jefferson County residents within the Highway 52 West/Morgan Road corridor to shop on the Shelby County side depending on size of purchase and travel costs. Within Shelby County, all of Helena's neighboring municipalities will have lower total general sales tax rates so the potential will exist for Helena residents, especially those returning from workplaces elsewhere, to shop within these neighboring municipalities on their way back home. However, travel costs likely would prevent any shopping trips generated from Helena to occur as the travel costs could be more than the savings gained depending on size of purchase. Still, the monetary difference in shopping in Helena as opposed to Alabaster will be only a dollar for every one hundred dollars spent. But the perception of much higher costs is just perception, as most normal daily purchases would not be felt. Specialty stores such as those found in Old Town would attract shoppers no matter where they reside.



Publix Shopping Center

	Shelby County General Sales Tax Rates				
Rank	Municipality	City Rate	County Rate	State Rate	Total Rate
1	**HELENA**	**4.00%**	**1.00%**	**4.00%**	**9.00%**
	Birmingham	4.00%	1.00%	4.00%	9.00%
	Leeds	4.00%	1.00%	4.00%	9.00%
	Vincent	4.00%	1.00%	4.00%	9.00%
5	Alabaster	3.00%	1.00%	4.00%	8.00%
	Calera	3.00%	1.00%	4.00%	8.00%
	Chelsea	3.00%	1.00%	4.00%	8.00%
	Columbiana	3.00%	1.00%	4.00%	8.00%
	Harpersville	3.00%	1.00%	4.00%	8.00%
	Hoover	3.00%	1.00%	4.00%	8.00%
	Montevallo	3.00%	1.00%	4.00%	8.00%
	Pelham	3.00%	1.00%	4.00%	8.00%
	Vestavia Hills	3.00%	1.00%	4.00%	8.00%
	Westover	3.00%	1.00%	4.00%	8.00%
	Wilsonville	3.00%	1.00%	4.00%	8.00%
	Wilton	3.00%	1.00%	4.00%	8.00%
17	Indian Springs Village	0.00%	1.00%	4.00%	5.00%

Source: State of Alabama Department of Revenue



Old Cahaba Subdivision

	Jefferson County General Sales Tax Rates				
Rank	Municipality	City Rate	County Rate	State Rate	Total Rate
1	**HELENA**	**4.00%**	**2.00%**	**4.00%**	**10.00%**
	Bessemer	4.00%	2.00%	4.00%	10.00%
	Brighton	4.00%	2.00%	4.00%	10.00%
	Fairfield	4.00%	2.00%	4.00%	10.00%
	Fultondale	4.00%	2.00%	4.00%	10.00%
	Hueytown	4.00%	2.00%	4.00%	10.00%
	Irondale	4.00%	2.00%	4.00%	10.00%
	Leeds	4.00%	2.00%	4.00%	10.00%
	Lipscomb	4.00%	2.00%	4.00%	10.00%
	Midfield	4.00%	2.00%	4.00%	10.00%
	Tarrant	4.00%	2.00%	4.00%	10.00%
13	Adamsville	3.50%	2.00%	4.00%	9.50%
14	Argo	3.00%	2.00%	4.00%	9.00%
	Gardendale	3.00%	2.00%	4.00%	9.00%
	Graysville	3.00%	2.00%	4.00%	9.00%
	Homewood	3.00%	2.00%	4.00%	9.00%
	Hoover	3.00%	2.00%	4.00%	9.00%
	Kimberly	3.00%	2.00%	4.00%	9.00%
	Morris	3.00%	2.00%	4.00%	9.00%
	Mountain Brook	3.00%	2.00%	4.00%	9.00%
	Mulga	3.00%	2.00%	4.00%	9.00%
	Pleasant Grove	3.00%	2.00%	4.00%	9.00%
	Sylvan Springs	3.00%	2.00%	4.00%	9.00%
	Trafford	3.00%	2.00%	4.00%	9.00%
	Trussville	3.00%	2.00%	4.00%	9.00%
	Vestavia Hills	3.00%	2.00%	4.00%	9.00%
	Warrior	3.00%	2.00%	4.00%	9.00%
	West Jefferson	3.00%	2.00%	4.00%	9.00%
30	Brookside	2.00%	2.00%	4.00%	8.00%
	Center Point	2.00%	2.00%	4.00%	8.00%
	Clay	2.00%	2.00%	4.00%	8.00%
	Lake View	2.00%	2.00%	4.00%	8.00%
	Pinson	2.00%	2.00%	4.00%	8.00%
35	Cardiff	0.00%	2.00%	4.00%	6.00%

Source: State of Alabama Department of Revenue

Total millage rates vary significantly among the municipalities surrounding and including Helena within both counties. Within Shelby County, the state rate of 6.5 and the county rate of 7.5 are the same for all municipalities, and the school rate of 30 is the same for all municipalities except Birmingham, Hoover, and Vestavia Hills. However, Helena has the tenth highest city rate among Shelby County municipalities. Besides the top three who contribute some of their collections to their city school boards, the neighboring municipality of Pelham has a city rate nearly three times that of Helena's city rate of 5, while the other neighboring municipality of Alabaster has a city rate twice that of Helena's. Both Calera and Columbiana have city rates twice that of Helena's city rate, and even Montevallo has a higher city rate.

For every $100 of assessed value, Helena property owners within Shelby County pay $4.90 in total tax, not figuring in homestead or other exemptions. Helena collects $0.50 in tax for every $100 of assessed value. As an example, a single family owner-occupied townhouse with a market value of $100,000 would have an assessed value of $10,000 since such residences have a Class III assessment rate of ten percent. On this particular property, the owner would be paying a total tax of $490 with $50 of that going to Helena. Shelby County Schools would get $300, the State would receive $65, and Shelby County would collect $75. If such dwelling was within Alabaster, the city would obtain $100, and if said dwelling was within Pelham, the city would be given $140.

	Shelby County Municipality Millage Rates						
Rank	Municipality	City Rate	County Rate	School Rate	State Rate	Total Rate	Per $100
1	Vestavia Hills	49.3	7.5	16.0	6.5	79.3	7.93
2	Hoover	30.5	7.5	22.0	6.5	66.5	6.65
3	Birmingham	36.2	7.5	16.0	6.5	66.2	6.62
4	Pelham	14.0	7.5	30.0	6.5	58.0	5.80
5	Alabaster	10.0	7.5	30.0	6.5	54.0	5.40
	Calera	10.0	7.5	30.0	6.5	54.0	5.40
	Columbiana	10.0	7.5	30.0	6.5	54.0	5.40
8	Leeds	9.2	7.5	30.0	6.5	53.2	5.32
9	Montevallo	7.0	7.5	30.0	6.5	51.0	5.10
10	**HELENA**	**5.0**	**7.5**	**30.0**	**6.5**	**49.0**	**4.90**
	Harpersville	5.0	7.5	30.0	6.5	49.0	4.90
	Vincent	5.0	7.5	30.0	6.5	49.0	4.90
	Wilsonville	5.0	7.5	30.0	6.5	49.0	4.90
	Wilton	5.0	7.5	30.0	6.5	49.0	4.90
15	Chelsea	0.0	7.5	30.0	6.5	44.0	4.40
	Indian Springs Village	0.0	7.5	30.0	6.5	44.0	4.40
	Westover	0.0	7.5	30.	6.5	44.0	4.40

Source: State of Alabama Department of Revenue

	Jefferson County Municipality Millage Rates						
Rank	Municipality	City Rate	County Rate	School Rate	State Rate	Total Rate	Per $100
1	Mountain Brook	36.7	13.5	42.3	6.5	99.0	9.90
2	Vestavia Hills	49.3	13.5	23.3	6.5	92.6	9.26
3	Pleasant Grove	30.0	13.5	30.1	6.5	80.1	8.01
4	Homewood	31.7	13.5	23.3	6.5	75.0	7.50
5	Fairfield	40.5	13.5	14.0	6.5	74.5	7.45
6	Hoover	30.5	13.5	22.1	6.5	72.6	7.26
7	Birmingham	28.5	13.5	21.0	6.5	69.5	6.95
8	Bessemer	35.1	13.5	13.6	6.5	68.7	6.87
9	Midfield	23.8	13.5	24.7	6.5	68.5	6.85
10	Kimberly	12.5	13.5	30.1	6.5	62.6	6.26
11	Adamsville	10.6	13.5	30.1	6.5	60.7	6.07
12	Hueytown	10.0	13.5	30.1	6.5	60.1	6.01
13	Lipscomb	9.8	13.5	30.1	6.5	59.9	5.99
14	Brighton	9.6	13.5	30.1	6.5	59.7	5.97
	Brookside	9.6	13.5	30.1	6.5	59.7	5.97
16	Leeds	9.2	13.5	30.1	6.5	59.3	5.93
17	Graysville	8.2	13.5	30.1	6.5	58.3	5.83
18	Warrior	8.0	13.5	30.1	6.5	58.1	5.81
19	Mulga	7.0	13.5	30.1	6.5	57.1	5.71
	North Johns	7.0	13.5	30.1	6.5	57.1	5.71
	Sylvan Springs	7.0	13.5	30.1	6.5	57.1	5.71
22	Irondale	6.5	13.5	30.1	6.5	56.6	5.66
	Morris	6.5	13.5	30.1	6.5	56.6	5.66
24	Tarrant	17.0	13.5	19.4	6.5	56.4	5.64
25	Sumiton	6.0	13.5	30.1	6.5	56.1	5.61
26	**HELENA**	**5.0**	**13.5**	**30.1**	**6.5**	**55.1**	**5.51**
	Argo	5.0	13.5	30.1	6.5	55.1	5.51
	Cardiff	5.0	13.5	30.1	6.5	55.1	5.51
	Fultondale	5.0	13.5	30.1	6.5	55.1	5.51
	Maytown	5.0	13.5	30.1	6.5	55.1	5.51
	Trafford	5.0	13.5	30.1	6.5	55.1	5.51
	Trussville	5.0	13.5	30.1	6.5	55.1	5.51
33	Clay	0.0	13.5	30.1	6.5	50.1	5.01
	Center Point	0.0	13.5	30.1	6.5	50.1	5.01
	County Line	0.0	13.5	30.1	6.5	50.1	5.01
	Gardendale	0.0	13.5	30.1	6.5	50.1	5.01
	Pinson	0.0	13.5	30.1	6.5	50.1	5.01
	West Jefferson	0.0	13.5	30.1	6.5	50.1	5.01

Source: State of Alabama Department of Revenue



Timberlake Subdivision

Within Jefferson County, Helena's total rate is twenty-sixth among municipalities. The state rate of 6.5 remains the same, but the county rate is 13.5 for all municipalities. All municipalities without city school systems have the same school rate of 30.1 – the second highest in Jefferson County, although those with city schools contribute a portion of their city rate to the city schools. Helena's city rate is 5, but its neighbors Hoover and Bessemer with city schools have city rates of 30.5 and 35.1, respectively. Hueytown on the other side of Bessemer with a population similar to Helena has a city rate of 10.

LAND USE

EXISTING LAND USE

Helena comprises 20.82 square miles or 13,325 acres. Within Shelby County, Helena's area consists of 18.26 square miles or 11,684 acres, while its area within Jefferson County comprises 2.56 square miles or 1,641 acres. Existing uses of land can be divided into the broad land use classifications of rural, residential, commercial, industrial, extraction, institutional, recreational, transportation, unfinished vacant lots, and water/wetlands.



Rural Area off CR 13

Rural land use classification is defined as land which has by and large been left undisturbed and undeveloped in relation to a built environment. This land use is typically found on the outer fringes of the city limits. The land within this classification comprises agricultural lands such as croplands, pasturelands, and forestlands. However, not all of the land here is used for agricultural purposes as large tracts of land exist with no agricultural activities occurring. Developers may own large un-subdivided and undeveloped tracts within this classification. The only built structures found on these large tracts are barns, farmhouses, ranches, and scattered houses and manufactured homes not part of subdivisions. Within Helena, this land use encompasses 8,290 acres.



Wyndham Subdivision in Shelby County

Residential land use classification is defined as land which has been subdivided and/or developed with structures such as single family dwellings, manufactured and mobile homes, apartments, duplexes, manufactured home parks, and senior living facilities. Dwelling units are either owned or rented by individuals who typically consider such units their permanent residences. Within Helena, this land use encompasses 2,024 acres.

Commercial land use classification is defined as land that has been subdivided and/or developed to primarily carry on a wide range of business and office activities such as retail & wholesale trade; professional, scientific, & technical services; financial, insurance, & real estate agencies; information services; medical, health, & animal care; and accommodation services. Within Helena, this land use encompasses 109 acres.



Walgreens at the Crossroads

Industrial land use classification is defined as land that has been subdivided and/or developed to primarily conduct the manufacture of, but not limited to, food; beverage products; apparel; wood products; paper; electricity; chemicals; petroleum & coal products; plastics & rubber products; nonmetallic mineral products; primary metals; fabricated metal products; machinery; computer & electronic products; electrical equipment, appliance, & components; transportation equipment; and furniture. Land found within this classification also contains warehousing structures for the abovementioned products. In addition, this land use classification includes tracts of land used to treat sewage such as wastewater treatment plants. Within Helena, this land use encompasses 96 acres.



ABC Polymer

Transportation land use classification is defined as land that is used primarily as part of a local or regional linear network to distribute manufactured goods, fuel, water, wastewater, communications, and/or people via pipelines, transmission lines, roadways, railroads, airways, and towers. Such networks include areas along the way needed to support this distribution such as tank farms, substations, water tanks, airports, pump stations, tower farms, and rail yards. Within Helena, this land use encompasses 1,266 acres.



Plantation Pipeline



Helena Sports Complex

Recreational land use classification is defined as land used for the operation and/or provision of services for a variety of leisure activities such as active parks, such as baseball/softball fields, football fields, soccer fields, tennis courts, and basketball courts; passive parks which include open fields for general use with picnic tables, pavilions, and/or stages; greenways and trails; golf courses; recreational centers; swimming pools; and historical/archaeological/ecological sites. This land use encompasses 446 acres.



Helena Cemetery

Institutional land use classification is defined as land used by public and quasi-public entities such as governments, religious organizations, and non-profit agencies for administrative buildings, fire stations, police stations, libraries, museums, post offices, schools, churches, and cemeteries. Within Helena, this land use encompasses 192 acres.



Vulcan Quarry

Extraction land use classification is defined as land containing facilities used for the removal of natural resources such as coal, limestone, oil, natural gas, and water from beneath the earth's surface. Removal methods include surface mining such as strip and open-pit mining, underground mining using shafts and tunnels, and drilling. Within Helena, this land use encompasses 272 acres.

Unfinished Vacant Lots land use classification is defined as land which has been subdivided and prepared for development that includes but is not limited to clearing, grading, sewer and water line connections, and/or roadway connections, but has not been fully developed with structures. Within Helena, this land use encompasses 259 acres.



Old Cahaba Subdivision

Water/Wetlands land use classification is defined as land which is either permanently covered by water year round such as a river, lake, or pond; or has substrate that is non-soil and is inundated/saturated by water during the year, supports predominantly hydrophytes, and/or the substrate is predominantly un-drained hydric soil such as swamps. Within Helena, this land use encompasses 370 acres.



Old Cahaba Lake

EXISTING LAND USE

LEGEND

- Rural
- Recreational
- Unfinished Vacant Lots
- Residential
- Commercial
- Institutional
- Industrial
- Extraction
- Transportation
- Water / Wetlands
- Other Municipality

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet

LAND USE PLAN



Riverwoods Center

As the landscape of Helena has changed since the Helena Comprehensive Plan 2025 was adopted back in 2003, the revised Land Use Plan needs to reflect the newly annexed areas of Jefferson County. This prior plan incorporated the concept of town and village centers as mixed use destinations that concentrated on a pedestrian friendly atmosphere. Unfortunately, these centers were all located on the east side of the Cahaba River even though Helena had annexed areas to the west of the river within Shelby County around crossroads. The revised plan updates the center concept for those areas west of the river.

Land uses are divided into the broad land use classifications of rural, residential, mixed use, commercial, industrial, extraction, institutional, recreational, transportation, and water/wetlands. The descriptions of these classifications are same as the depictions found in the Existing Land Use section with the exception of mixed use and unfinished vacant lots. Mixed use is a land use where multiple compatible uses coexist within compact areas to encourage pedestrian movement within the compact area as opposed to automobile movement within the compact area. These mixed use areas are found in Old Town, Helena's historic downtown, which has maintained a mixture of residential and commercial uses in a unique architectural setting throughout Helena's history and should continue to be preserved into the future through the use of strict zoning and design standards. It is an area, a few blocks wide, bounded on the north by Buck Creek and on the south by Helena's civic area. Unfinished vacant lots became the land use of finished lots.



Old Town Helena

Another mixed use area is located at the Crossroads, which is an area that is traversed by most of the major roadways within the city. This area currently has several commercial establishments within Crow's Corner and the Helena Market Place fronting on such roadways as SR

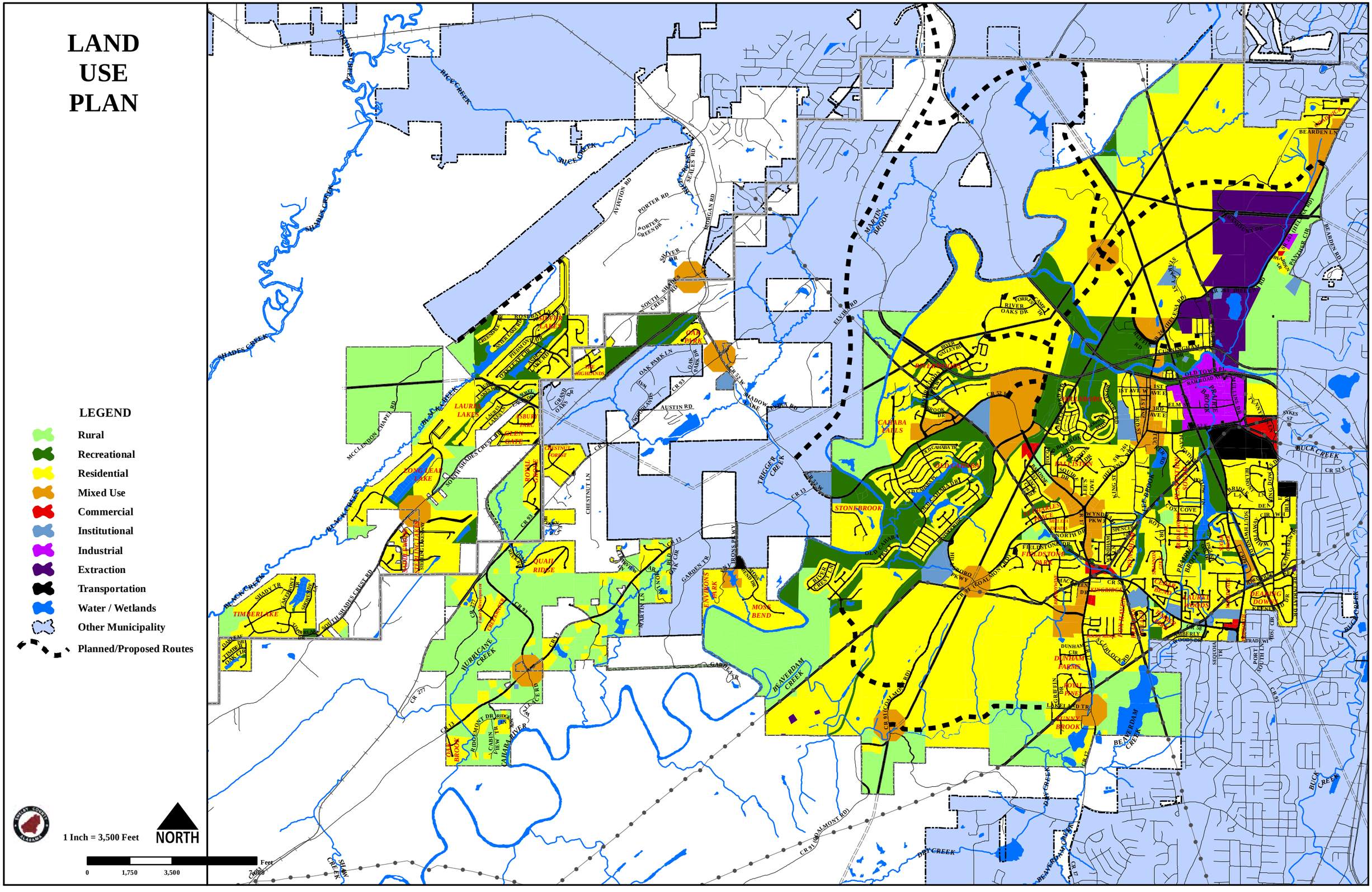

Helena Market Place

261, CR 52, CR 17, and CR 91. Although Publix was constructed on land designated in the prior plan as a mixed use corner, the potential still exists to implement the village concept to some extent within the Crossroads. The primary store in the Helena Market Place, Winn Dixie, has closed as well as other stores within this development; a portion of the Winn Dixie could be retrofitted to allow the post office to be relocated here. A retrofit of Helena Market Place is possible to implement a mixed use concept, and vacant land and transitional land are still available to convert to mixed use.

Other mixed use areas include the village center at Riverwoods and numerous village centers within the Hillsboro development with the largest one being at the intersection of CR 52 and Hillsboro Parkway. Hillsboro Parkway would traverse three mixed use centers. The proposed Helena Bypass and proposed connector roadways will create the potential for mixed use areas at major intersections such as the one which would be located where the bypass would intersect SR 261. A southern proposed connector paralleling Beaverdam Creek between CR 91 and CR 17 would justify mixed use centers at these intersections.

Mixed use areas to the west of the Cahaba River would be located at opposite ends of CR 93 with a couple located on South Shades Crest Road. Some of these centers are located within unincorporated areas, so in order to fulfill the intent of these centers, annexations will need to occur. Terrain and adjacent cities would limit the acreage of these centers.

LAND USE PLAN



COMMUNITY FACILITIES -- MUNICIPAL



Municipal Building

MUNICIPAL BUILDING

The Helena Municipal Building is situated on Highway 52 East near its intersection with State Route 261. Being city hall for the residents of Helena, the building houses various departments of the City. Besides the Mayor's Office and the administrative functions of the city, the Helena Municipal Building holds the Municipal Court, the Revenue Department, the Building, Planning & Development Department, and the Utility Board. It contains a conference room where the City Council and the Planning & Zoning Commission regularly meets. In addition, the facility contains the Police Department and the main office of the Fire Department as well as its Station Number 1. Though the building is large, cramped spaces abound for all users of the structure as well as visitors who need to do business with the City. Ideally, it would be beneficial to all to move one or two departments to other locations and redesign the Municipal Building to provide larger accommodations for all.

POLICE PROTECTION

The Helena Police Department is housed within the Helena Municipal Building along with jail facilities to accommodate eight males and four females. Staff of the police department includes of twenty-one sworn police officers, of which sixteen are non-administrative patrol officers. Administrative staff is comprised of a chief, a deputy chief, a captain, and two lieutenants. City E-911 services are performed by six dispatchers assigned to the police department. Accommodations for all within the department are tight, and to alleviate such, the department needs to move to a building with more available space that is designed for this department. A larger facility could provide space for an expanded jail as well.

Fourteen of the seventeen vehicles are late model, being within the last six model years. Although 82 percent of the fleet is late models, that figure will decrease to 53 percent in 2011 and to 35 percent in 2012. Thus to maintain an up to date fleet of late model vehicles, a couple of rounds of vehicle acquisitions will need to take place over the next few years. The choices for new vehicles will include brand new better designed models from various automobile makers. In 2011, General Motors will launch the rear wheel drive 355 horsepower Chevrolet Caprice Police Patrol Vehicle,

and Chrysler will make available the all new rear wheel drive Dodge Charger Pursuit. Also in 2011, Ford will release the all wheel drive 365 horsepower Ford Taurus Police Interceptor for the phased out Crown Victoria line and the all wheel drive 280 horsepower Ford Explorer Police Interceptor. Carbon Motors will produce the rear wheel drive 300 horsepower Carbon E7 in 2012.

Police Department Vehicles			
Vehicle	#	Year	Make/Model
Chief's Vehicle	1	2005	Ford Expedition
Deputy Chief's Vehicle	1	2007	Chevrolet Trailblazer
Captain's Vehicle	1	2000	Ford Crown Victoria
Detective's Vehicle	1	2005	Chevrolet Impala
Patrol Lieutenant's Vehicle	1	2008	Dodge Charger
Patrol Vehicle	4	2009	Ford Crown Victoria
Patrol Vehicle	3	2006	Chevrolet Impala
Patrol Vehicle	3	2005	Chevrolet Impala
Patrol Vehicle	1	2001	Ford Crown Victoria
Tactical Vehicle	1	1983	Chevrolet Van

Source: City of Helena

With pedestrian facilities connecting the various schools, Helena should place patrol officers on these facilities to protect those students who walk or bike to and from school. These facilities should be safe routes to schools for all neighborhoods adjacent. Patrols would increase protection of those using the paths and help alleviate the fear of parents who have not allowed their children to use them as means to travel to and from school. Walk to School programs could be initiated within adjacent neighborhoods whereby parent volunteers could accompany children from select points of said neighborhoods to a collection point where an officer could escort them the rest of the way. In the afternoons, the reverse would occur. This would reduce school traffic congestion.

FIRE PROTECTION



Helena Fire Station Number 1

The Helena Fire Department is comprised of three fire stations – two in Shelby County and one in Jefferson County. Currently, the department maintains a staff of twenty seven paid firefighters/paramedics (sixteen full-time), two paid firefighter/EMT's (one fulltime), six volunteer firefighter/first responders, and three volunteer firefighter/EMTs. As of October 1, 2009, the ISO rating, that affects insurance premiums for residents and business owners, improved from a rating of 5 to a rating of 3 because fire services improved that included added personnel and equipment, a new fire station, and a new fire truck. Helena is served by three front line engine companies which are equipped with advanced life support equipment. Besides fire suppression services, the Helena Fire Department provides advanced life support medical services, swift water rescue, and all personnel are certified Hazardous Material Technicians. Regional Paramedical Services provides medical transportation.

Fire Station Number 1 is located at the Helena Municipal Building. It houses the Fire Chief and the Fire Marshal's offices, an engine company, a rescue truck, a staff vehicle, and an off road vehicle. The rescue truck is used to transport the swift water rescue equipment. Fire Station Number 1 should be moved near its current location to a larger facility which could house the ladder company and an additional engine company.



Helena Fire Station Number 3

Fire Station Number 2 is located at the corner of Highway 52 West and Oak View Lane. It houses the training facility and public education office. An engine company, a ladder truck, a reserve engine, and a staff vehicle are situated here.

Fire Station Number 3, which was constructed in Jefferson County, is located near the intersection of South Shades Crest Road and Laurel Lakes Drive. The station houses an engine company and a staff vehicle.

Fire Department Vehicles and Equipment				
Vehicle/Equipment	#	Year	Make/Model	Condition
Fire Truck	1	1986	Grumman Fire Cat	Fair
Fire Truck	1	1996	Pierce Sabre	Good
Fire Truck	1	2000	Pierce Sabre	Fair
Fire Truck	1	2008	Ferrara/Spartan	Excellent
Ladder Truck	1	1993	Pierce/TeleSquirt	Good
Rescue Truck	1	1990	Quality/Ford	Fair
Off Road Vehicle	1	2006	Polaris Ranger	Excellent
Chief Vehicle	1	1999	Dodge Pickup	Good
Chief Vehicle	1	2003	Ford Crown Victoria	Good
Staff Vehicle	1	2003	Ford Crown Victoria	Fair
Staff Vehicle	1	1996	Chevrolet Suburban	Good
Staff Vehicle	1	1985	Jeep Cherokee	Poor
Self-contained Breathing Apparatus	20		Surviveair Panthers	Good
Thermal Imager	2		Bullard T3	Good
Thermal Imager	1		Bullard Commander	Good

Source: City of Helena

As Hillsboro develops in the future south of Highway 52 West and north of the railroad tracks, two new fire stations along with associated engine companies and staff vehicles will be needed to serve the population. Unfortunately, Hillsboro South will be developed well before Hillsboro North leaving the construction of a fire station north of the railroad tracks on the back burner for the foreseeable future. Obviously, these at-grade railroad crossings are a major obstacle for a response from Fire Station Number 1 when trains are passing through Helena on either track to adequately serve residents of Liberty Heights and Chadwick subdivisions. A mutual aid agreement allows Pelham to respond to such calls as needed from its fire station off State Route 261/Helena Road.

FIRE PROTECTION

LEGEND

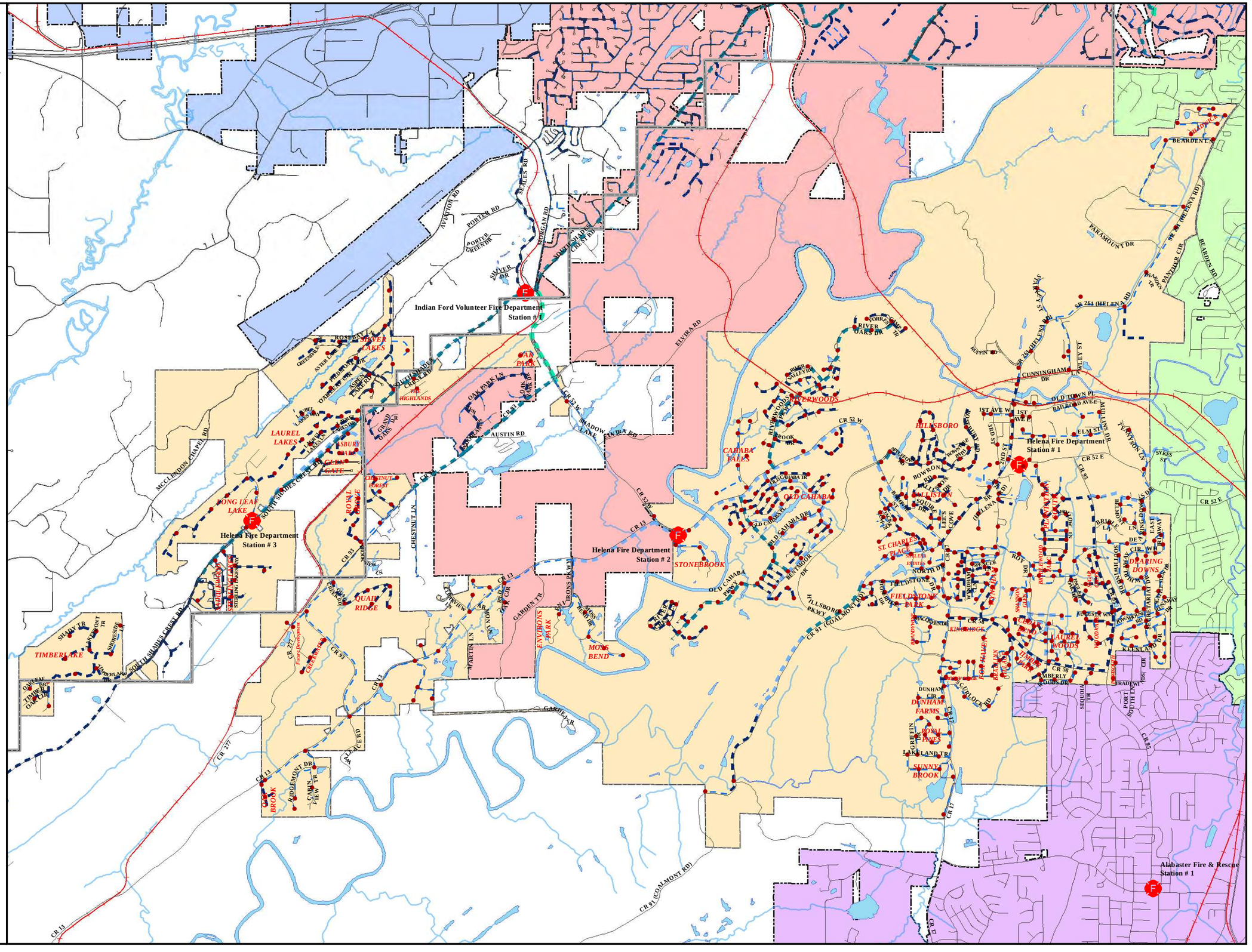
- Fire Hydrant
- Fire Station
- 6" Water Line
- 8" Water Line
- 10" Water Line
- 12" Water Line
- 16" Water Line
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Sources: City of Helena &
Birmingham Water Works

1 Inch = 3,500 Feet

NORTH

Feet
0 1,750 3,500 7,000


Indian Ford Volunteer Fire Department Station # 1
Helena Fire Department Station # 3
Helena Fire Department Station # 2
Helena Fire Department Station # 1
Alabaster Fire & Rescue Station # 1
SILVER LAKES
LAUREL LAKES
LONG LEAF LAKE
TIMBERLAKE
QUAIL RIDGE
ENVIRONS PARK
MOSS BEND
STONEBROOK
CAHABA FALLS
OLD CAHABA
HILLSBORO
RIVERWOODS
FIELDSTONE PARK
SOARING DOWNS
DUNHAM FARMS
SUNNY BROOK
ROYAL PRINCE
CHESTNUT FOREST
SOUTH SHADES CREST RD
SR 261 (HELENA RD)
CR 52 W
CR 52 E
CR 91 (COALMONT RD)
CR 13
CR 277
CR 83
CR 95
CR 17
CR 12
CR 58
AUSTIN RD
ELVIRA RD
BEARDEN
BEARDEN RD
BARAMOUNT DR
CUNNINGHAM DR
OLD TOWN PL
1ST AVE W
1ST AVE E
ELM ST E
CR 52 E
SYKES ST
MCCLENDON CHAPEL RD
SHADOW LAKE TR
OAK PARK LN
OAK PARK DR
ASPEN PARK RD
GREENDALE
ASTER LN
PRIMROSE CIR
DAISY LEAF CIR
OAK LEAF CIR
TIMBER OAK CIR
SHADY TR
LAKEFRONT TR
SHIPRIDGE LN
LAKELAND TR
GRIFFIN DR
SEQUOIA TR
PORTSOUTH LN
TRADEWIND DR
KELLYLAND DR
KINGRIDGE
ROYAL PALMS
RIVER OAKS DR
RIVERWOODS PKWY
BROOK DR
OLD CAHABA DR
OLD CAHABA PKWY
HILLSBORO PKWY
ST. CHARLES PLACE
SHELBY ESTATES
NORTH DR
FIELDSTONE DR
FIELDSTONE CIR
KINGSWOOD DR
KINGSWOOD CIR
SOARING DOWNS DR
SOARING DOWNS CIR
SOARING DOWNS WAY
AUGUSTA WAY
AUGUSTA CIR
AUBURN WOODS
AUBURN WOODS DR
AUBURN WOODS CIR
AMBERLY WOODS DR
AMBERLY WOODS CIR
SCARLOCK RD
BOWMAN RD
BOWMAN CIR
BOWMAN TR
BOWMAN PL
BOWMAN LN
BOWMAN WAY
BOWMAN DR
ALLISTON DR
SOUTHAM DR
SOUTHAM CIR
SOUTHAM WAY
LEES COVE
BENMOR DR
BENMOR CIR
BENMOR WAY
BENMOR TR
BENMOR PL
BENMOR LN
BENMOR PKWY
BENMOR CT

WATER SERVICE



Helena Utility Board Water Tank in Laurel Lakes Subdivision

The Helena Utility Board is one of two providers of water to Helena customers, and its main source of water comes from wells. Currently, three active wells and one backup well exist. Developed in 1987 within the Dearing Downs Subdivision, the Well #4 produces 1,300 gallons per minute (GPM). Actually located within the city limits of Pelham off Sykes Street, the newest of the wells, Well #5, pumps 600 GPM. Begun in 1977 in the Shannon Glenn Subdivision, Well #3 produces 200 GPM, and the backup, Well #1, located within the Helena Industrial Park pumps 180 GPM. Well #2 is closed. In addition, the Helena Utility Board purchases water from Bessemer Water Service to primarily provide water to residents off South Shades Crest Road. Water rates begin at $12 for 2,000 gallons used; however residential users have with a step rate of $3.87 and commercial users have a step rate of $4.18.

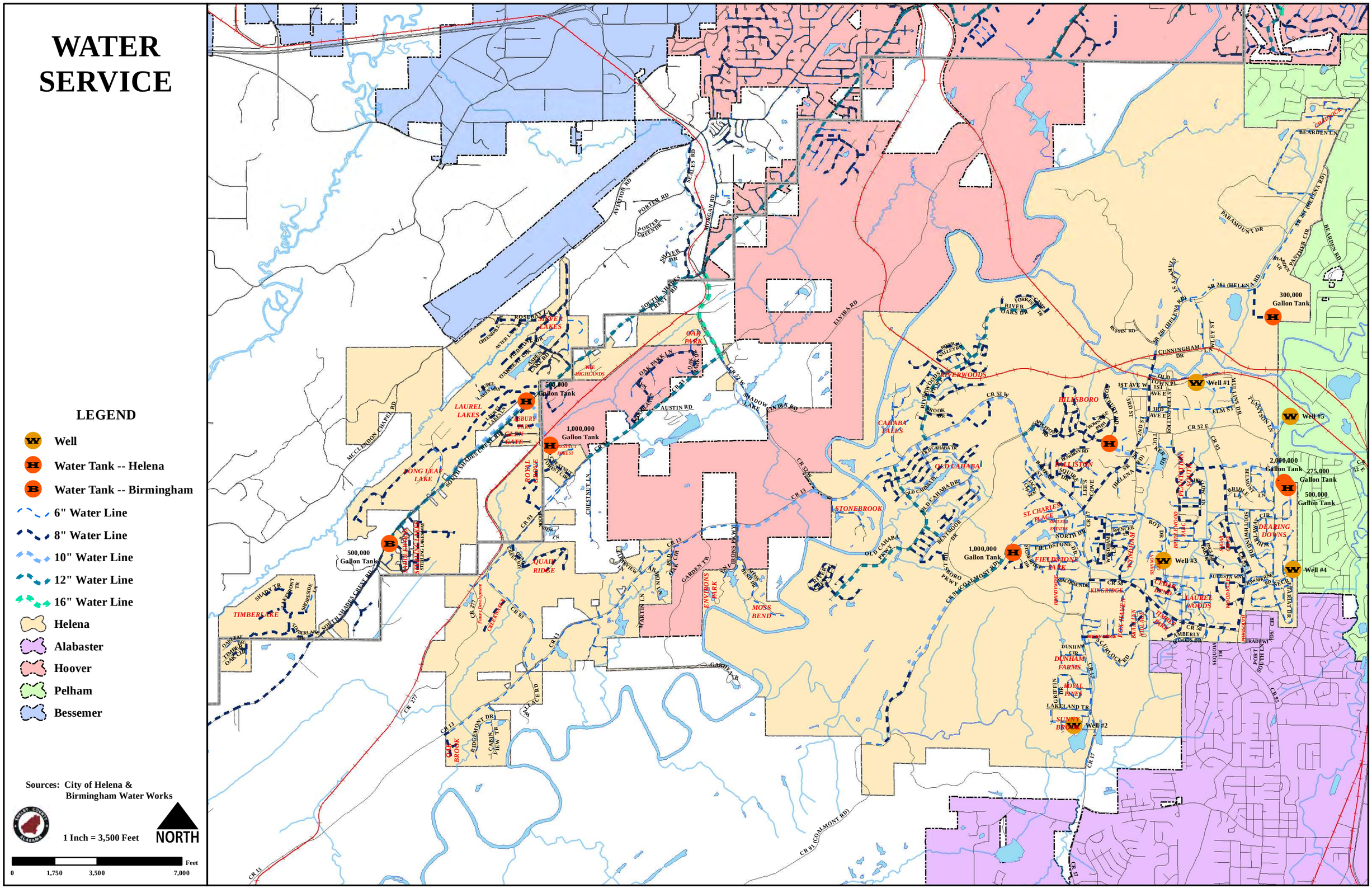
Major water line sizes range from 12" to 6". The Helena Utility Board maintains approximately 4.2 miles of 12" line, 11.63 miles of 10" line, 33.03 miles of 8" line, and 46.69 miles of 6" line. Water storage consists of eight water tanks. A tank farm of three tanks with a storage capacity of 2,775,000 gallons exists in Dearing Downs Subdivision; the largest tank has a 2,000,000 gallon capacity, the largest in Helena. Two 1,000,000 gallon capacity water tanks exist in Fieldstone Park Subdivision and Chestnut Forest Subdivision, respectively. Bessemer Water Service supplies the water that fills the latter tank as well as a 500,000 gallon capacity water tank just north of the latter tank at the entrance to Laurel Lakes Subdivision. Overall, storage capacity within Helena is 5,755,000 gallons.


Birmingham Water Works South Crest Water Tank

Within the city limits of Helena, the Birmingham Water Works provides water to subdivisions off South Shades

Crest Road such as The Highlands, Silver Lakes, Asbury Parc, Glen Gate, Saddlewood, and Timberlake and off Cherokee Beach Road such as Oak Park. The water company, in relation to major lines, maintains approximately 2.58 miles of 12" line, 8.07 miles of 8" line, and 2.92 miles of 6" line, and has a 500,000 gallon capacity water tank at the intersection of South Shades Crest Road and South Crest Trail.

WATER SERVICE



SANITARY SEWER SERVICE

Not all of the city limits of Helena are covered by public sanitary sewer service. Primarily, all of the developments -- residential, commercial, and industrial -- east of the Cahaba River fall within the sanitary sewer service area managed by the Helena Utility Board. A few areas still are served by septic tanks on the east side of the Cahaba River. The recent additions to the sanitary sewer service area have been restricted to the subdivisions of Riverwoods, Old Cahaba, and Hillsboro. Helena has no plans in the future to provide sanitary sewer service west of the Cahaba River. Residential sewer rates begin at $15 for the first 2,000 gallons of water used with a step rate of $1.80, and commercial sewer rates start at $15.50 for the first 2,000 gallons of water used with a step rate of $2.09.

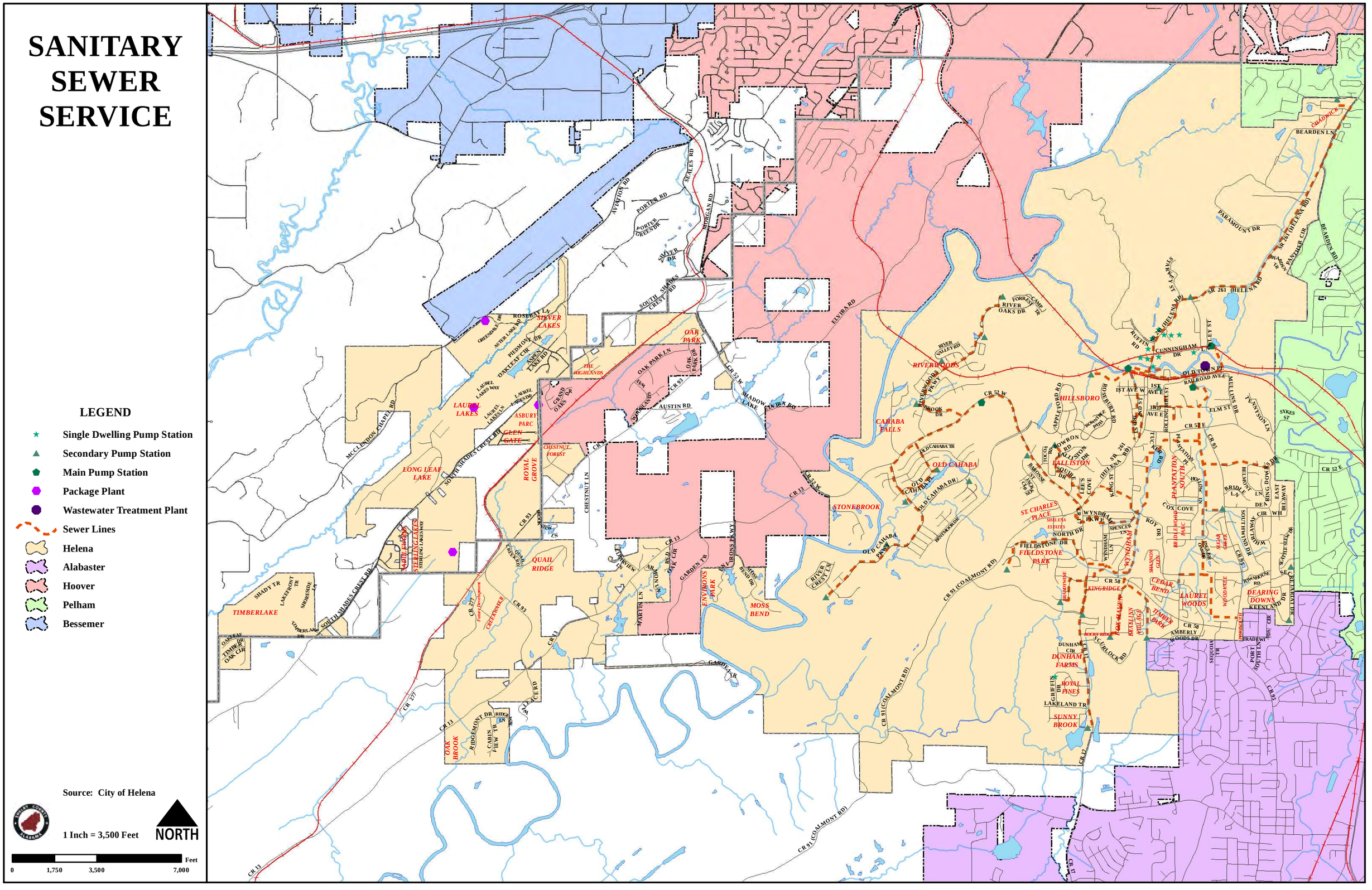
The Helena Wastewater Treatment Plant initially could only treat 1.25 million gallons of wastewater per day, but an additional facility was constructed adjacent to the first plant to handle the growth of Helena. This additional treatment facility can handle 3.7 million gallons of wastewater per day, providing Helena with the overall ability to treat 4.95 million gallons of wastewater per day. However on average, the treatment plant handles 1.5 to 2 million gallons of wastewater per day. This treatment plant has been redesigned to handle the anticipated build out of all planned residential developments on the east side of the Cahaba River.

Although public sewer lines do not cross the Cahaba River, septic tanks are not the only means of treating wastewater within the western areas of the city. Private package plants, which are pre-manufactured treatment facilities used to treat wastewater in small communities, exist within four subdivisions off South Shades Crest Road. Even though Silver Lakes and Laurel Lakes subdivisions each have a package plant, not all houses are connected and thus the unconnected houses remain on septic tanks. All of the houses within Sterling Lakes and Asbury Parc subdivisions are connected to a package plant in their respective subdivisions. All future residential and non-residential developments west of the Cahaba River should be required to have package plants.



Asbury Parc Subdivision Package Plant

SANITARY SEWER SERVICE


LEGEND
Single Dwelling Pump Station
Secondary Pump Station
Main Pump Station
Package Plant
Wastewater Treatment Plant
Sewer Lines
Helena
Alabaster
Hoover
Pelham
Bessemer
Source: City of Helena
1 Inch = 3,500 Feet
NORTH
Feet
0
1,750
3,500
7,000
SILVER LAKES
LAUREL LAKES
LONG LEAF LAKE
ROYAL GROVE
QUAIL RIDGE
TIMBERLAKE
OAK BROOK
OAK PARK
THE HIGHLANDS
ASBURY PARC
GLEN GATE
CHESTNUT FOREST
STONEBROOK
ENYBRONS PARK
MOSS BEND
CAHABA FALLS
OLD CAHABA
RIVERWOODS
HILLSBORO
BALLISTON SQUARE
ST. CHARLES PLACE
FIELDSTONE PARK
KINGSRIDGE
CEDAR BEND
LAUREL WOODS
TIMBER PARK
DEARING DOWNS
KEENLAND
DUNHAM FARMS
ROYAL PINES
SUNNY BROOK
PLANTATION SOUTH
COX COVE
BEARDEN LN
PARAMOUNT DR
SR 261 (HELENA RD)
CHADWICK
BEARDEN RD
RIVER OAKS DR
CUNNINGHAM DR
OLD TOWN PL
RAILROAD AVE E
1ST AVE W
1ST AVE E
2ND AVE E
3RD AVE E
ELM ST
MULLINS DR
SYKES ST
CR 52 E
CR 95
CR 91 (COALMONT RD)
CR 58
CR 93
CR 13
CR 277
CR 17
AUSTIN RD
ELVIRA RD
SHADOW LAKE ELVIRA RD
SOUTH SHADES CREST RD
MCCLENDON CHAPEL RD
AVIATION RD
PORTER RD
BEALES RD
MORGAN RD
SILVER DR
ROSEBERRY LN
GREENDALE DR
ASTER LAKE RD
PIEDMONT DR
OAKLEAF CIR
ASPEN LAKE RD
LAUREL LAKES WAY
LAUREL LAKES N
LAUREL LAKES DR
GRAND OAKS TR
OAK PARK LN
OAK PARK DR
CR 93 W
CR 52 W
CR 13 W
CHESTNUT LN
BROOK VIEW LN
SILVER LAKES DR
SILVER LAKES CIR
SILVER LAKES LN
SHADY TR
LAKEFRONT TR
SHORESIDE LN
TIMBERLAKE DR
OAKLEAF TIMBER DR
OAK CIR
CREEKSIDE DR
RIDGEMONT DR
RIDGE GLEN TR
CABIN VIEW TR
GAROLA LN
MARTIN LN
RED OAK CIR
GARDEN TR
RIVERVIEW LN
ENYBRONS PKWY
MOSS BEND DR
RIVER CREST LN
STONEBROOK PKWY
OLD CAHABA TR
OLD CAHABA DR
OLD CAHABA PKWY
BENTWOOD DR
RIVERWOODS PKWY
RIVERWOODS BROOK DR
RIVER VALLEY RD
RUFFIN RD
APPLEFORD RD
ROSEBURG RD
ROBINTREE PHS
HOWRON RD
TUCCO RD
EQUESTRIAN DR
BAMBONE CIR
LEE'S COVE
WYNDHAM PKWY
WYNDHAM LN
SPENCER LN
ROY DR
NORTH DR
FIELDSTONE DR
WINDHOUSE RD
WOODSTYLE DR
WOODSTYLE CIR
KINGSRIDGE CIR
KING'S RIDGE DR
COX COVE CIR
BRIDLEWOOD MAC
BRIDLE LN
HOLLOW LN
SOLITAIRE DR
WILLOW CREEK DR
CEDAR CREEK DR
CEDAR BEND DR
WOODSTYLE CIR
AMBERLY WOODS DR
TRADEWIND DR
SEQUOIA TR
PORT SOUTH LN
SOUTH DR
EAST RIDGEWAY DR
RIDGEWAY DR
RING DOVE DR
DEN LN
CIR WH
SCARLOCK RD
DUNHAM FARMS CIR
GRIFFIN DR
LAKELAND TR
ROLLING HILLS ST
TUCCO RD
PLANTATION DR
SR 261 (HELENA RD)
SR 261 (HELENA RD)
SR 261 (HELENA RD)

STREETS AND SANITATION

The Streets and Sanitation Department maintains and repairs public streets that are not maintained by the State of Alabama, Shelby County, or Jefferson County. In addition, the department installs street signs, mows city rights of way, maintains street and traffic lights, and administers the leash law for dogs. Also, the department will collect yard debris such as bagged grass clippings & leaves and limited small debris curbside on a weekly basis. However, yard debris collection is an optional monthly charge of $7 offered to Helena residents, and residents must sign up for the service on an annual basis.

The Streets and Sanitation Department is comprised of a chief and eleven fulltime employees. Its vehicles include the following:

Streets and Sanitation Department Vehicles and Equipment		
Year	Make/Model	Condition
2009	Kenworth Brush Truck	Excellent
2001	Chipper	Average
2000	4900 International Garbage Truck	Average
1999	4900 International Garbage Truck	Average
1999	FH-174 Flail	Average
1998	Kubota Tractor/Mower	Average
1997	Chevy S-10 Truck	Fair
1995	Dodge Dakota	Fair
1995	46/30 Ford Tractor	Average
1995	Dooley	Fair
1994	54' Bush Hog	Average
1989	Ford 8000 Garbage Packer	Fair
1987	Ford Dump F-800	Fair
1987	Chevy Dump - 2 ton	Fair
1985	Ford 8000 Truck	Fair
1980	John Deere 302 Tractor	Fair
NA	Tandem Axle Utility	Average
NA	Single Axle Utility	Average
NA	Metal Dump	Fair

Source: City of Helena

The Helena Streets and Sanitation Department collects non-dumpster garbage on a weekly basis from residences and businesses. Helena does not provide garbage bins to users who must provide their own. Residents are charged a monthly fee of $10.50, while businesses are charged a monthly fee of $14.75. Collected garbage ultimately lands in the Shelby County Landfill between Calera and Columbiana where disposal rates are $22 a ton.

Through its contract with Allied Waste, Helena maintains a voluntary single-stream recycling program whereby residents can place all of their un-separated recyclables such as plastics, steel/aluminum cans, newspapers, cardboard boxes, and paper products together in a company-provided 95-gallon cart for collection. Participants are charged $6.79 monthly. A resident can join the RecycleBank Rewards Program to earn points based on recyclable weight that can be used toward purchases at local retailers or donated to non-profit groups or schools for an additional dollar each month. The charge covers the cart, the labor, and the fuel costs associated with the collection process.

Helena needs to reduce the amount garbage being disposed of at the landfill and increase the amount of recyclables being collected. The current recycling program is a good start, but residents are being penalized monetarily for doing the right thing by paying $17.29 minimum. Residents desiring to recycle but needing to save money may opt to just pay the $10.50 garbage fee and forgo recycling. In addition, a voluntary recycling program creates the situation for high fuel costs as collection trucks may continually travel down residential streets where participation is light. Over time, with no changes in participation might cause private collection companies to deem the program as being unprofitable and end it.

Therefore, a system needs to be implemented to substantially reward those residents wanting to recycle. Helena needs to move to a city provided standardized garbage collection cart system as well as a 'mandatory' recycling program. Since standardized carts come in various sizes with capacities such as 32 gallon, 68 gallon, and 95 gallon, a scenario for Helena would be to provide all residents with a base 32 gallon garbage cart and a 95 gallon recycling cart for a minimum all-inclusive collection fee. Collection fee rates would double if the base cart needed to be replaced with a 68 gallon cart and would triple if the base cart needed to be replaced with a 95 gallon cart. Further increases in collection fee rates would be triggered also by the number of carts needed. Those who recycle would save tremendously as the need for larger capacity carts would be diminished. Ultimately, Helena would save annually on landfill disposal expenditures.

LIBRARY

The Jane Boyd Holmes Public Library, which is a 6,600 square foot building and a member of the Harrison Regional Library System, is located on Tucker Road behind the Helena Municipal Building. Staff consists of four full time employees, and the library is open every day except for Sunday. Although the library opens at the same time (10:00 am) Monday through Saturday, it closes at various times: 7:00 pm on Mondays and Thursdays, 6:00 pm on Tuesdays and Wednesdays, 5:00 pm on Fridays, and 2:00 pm on Saturdays. It has a meeting room and provides internet, facsimile, print, and self-service copy services.



Jane Boyd Holmes Public Library

Near the end of 2009, the library had a print inventory, which includes books, newspapers, and magazines, of 26,270 items and a non-print inventory, which consists of videos, books on CDs/tapes, DVDs, and music CDs, of 10,044 items; the non-print collection is the largest and most diverse of any library within the Harrison Regional Library System. Although the print items are almost split down the middle favoring juveniles (14,996 to 11,274), non-print items overwhelmingly favor adults (9,217 to 827). From 2005 through 2009, circulation or items checked out per year was 99,800; 112,127; 132,936; 163,986; and 166,252, respectively.

Due to the continuous increase in population and circulation, the library needs to be replaced with a larger facility that provides more inventories and meeting space. Staff will need to be added and hours will need to be extended. Expenditures for the library will need to be boosted.

PARKS AND RECREATION



Cahaba Lily Park

Parks and recreational facilities within the city limits of Helena include Amphitheater Park, Cahaba Lily Park, Helena Community Center, Helena Sports Complex, Joe Tucker Park, and Sonny Penhale Park.

Sonny Penhale Park's amenities include lighted baseball fields, lighted soccer fields, and lighted softball fields. Joe Tucker Park's amenities include a lake for fishing, lighted baseball fields, lighted tennis courts, picnic areas, pavilions, playgrounds, and a lighted walking trail. Cahaba Lily Park's amenities include picnic areas, pavilions, a playground, and lighted walking trails. Helena Sports Complex has lighted baseball fields and a football field. Helena Community Center houses a basketball gymnasium, an indoor walking track, conference rooms, classrooms, and banquet rooms. Amphitheater Park's amenities include trails, fishing, canoeing, a playground, and a stage for musical concerts and movies.

The Parks and Recreation Department with a staff of four full time employees oversees the following sports programs for Helena's youth: baseball, softball, football, basketball, soccer, and cheerleading.



Amphitheater Park

City property abuts the southern boundary of Joe Tucker Park. This land along Lee Brook needs to be incorporated into the existing park and used for passive activities such as walking trails with picnic tables and pavilions. With the land that the City has available at the Helena Sports Complex, the complex should be expanded to include another four field baseball and softball diamond as well as fields exclusively used for soccer and football. Such expansion would open the possibility to attract regional, state, and national tournaments. Buck Creek Park is proposed to be built south of the Liberty Heights subdivision between the railroad track and Buck Creek.



Joe Tucker Park

The development of Hillsboro will allow for the construction of the Hillsboro Park and the Eureka Number 3 Park in Hillsboro South. To the west of Hillsboro, old coke ovens still exist and a passive park could encompass this historic site. Within Hillsboro North, the City owns property with more coke ovens where the Billy Gould Park is proposed to be built. As Hillsboro South fills in, the need for another sports complex and community center will be needed. In fact, the Helena Community Center has already been experiencing capacity problems during peak times without even a quarter full Hillsboro.

All of Helena's parks are located on the east side of the Cahaba River. Residents on the west side need active parks as well. A sports complex with a four field baseball and softball diamond with football and soccer fields is needed to support activities of those residents.

Pedestrian and bicycle facilities have been built within Helena, most noteworthy being a portion of the Hillsboro Greenway built by USS with assistance from Shelby County. Future portions will be constructed as the Hillsboro Development builds out. Portions of the proposed Buck Creek Greenway are included in the current TIP, and the greenway is planned to run from the city limits with Pelham through the proposed Buck Creek Park, Amphitheater Park, connecting with the Hillsboro Greenway and the Helena Sports Complex via a spur, and continuing northward to end at the proposed Billy Gould Park. Walking trails are found within Joe Tucker Park and Cahaba Lily Park as well as an indoor walking track at the Helena Community Center. Riverwoods and Silver Lakes subdivisions have trail systems incorporated within them. Helena needs to produce a greenway master plan which covers all pedestrian and bicycle facilities to set guidelines as to the minimum standards that such facilities should adhere.


Hillsboro Greenway

PARKS

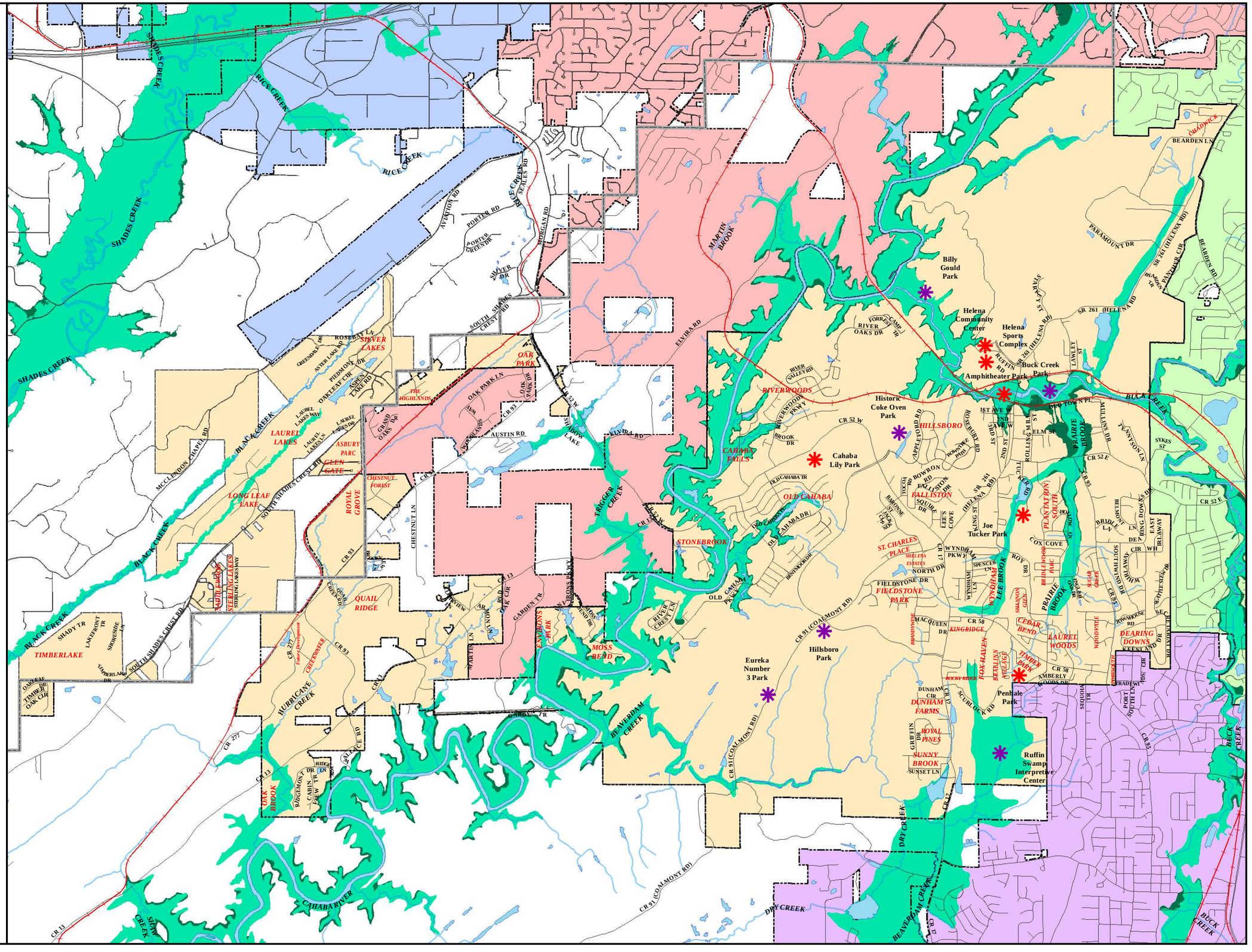
LEGEND

- Existing Parks
- Future Parks
- 100 Year Flood
- 500 Year Flood
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet



PEDESTRIAN AND/OR BICYCLE FACILITIES

LEGEND

Public Facility

- Existing
- Proposed

Quasi Public Facility

- Existing
- Proposed

School Facility

- Existing

Subdivision Facility

- Existing
- Proposed

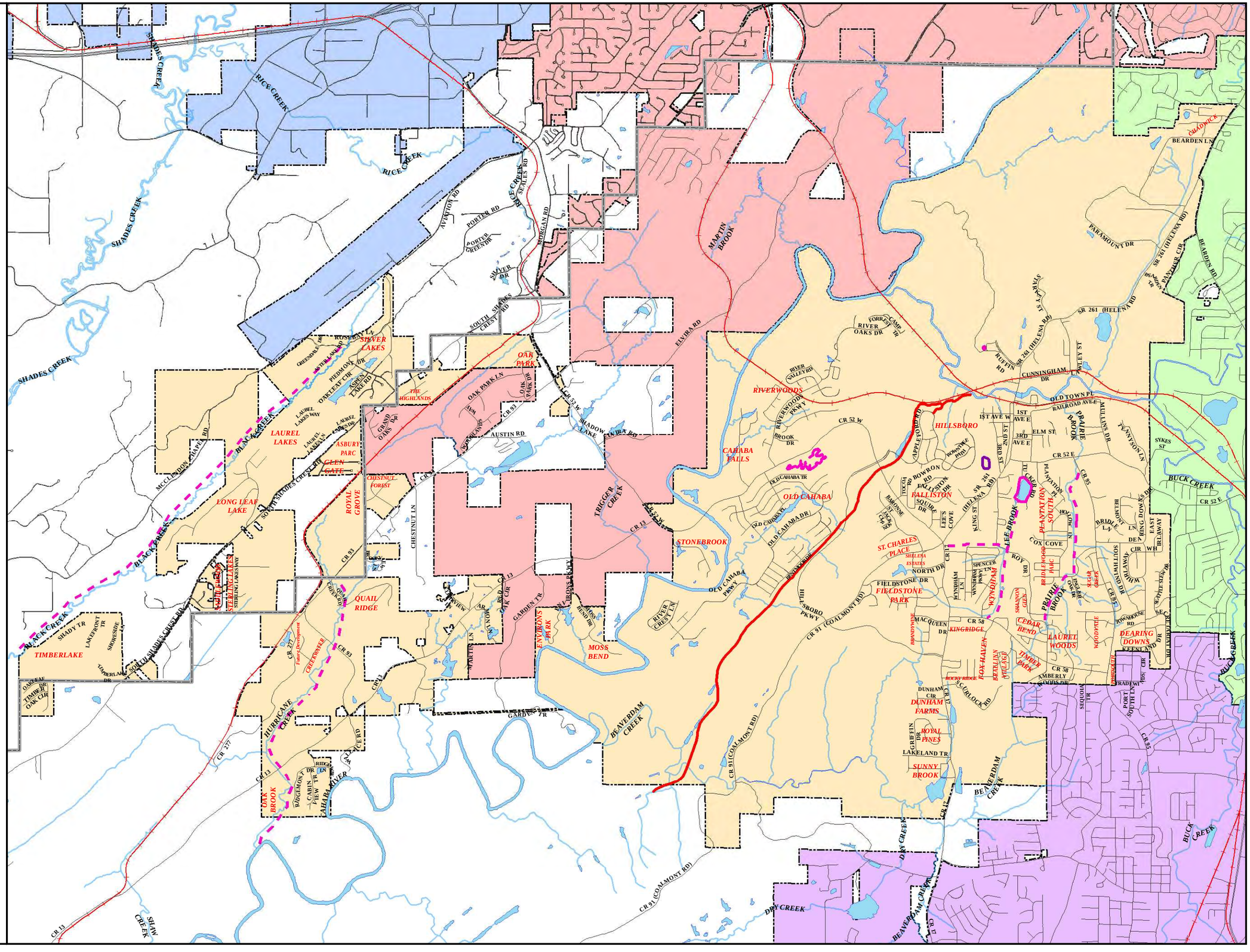
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

Feet

0 1,750 3,500 7,000



COMMUNITY FACILITIES -- OTHER

PUBLIC SCHOOLS



Helena Middle School

The City of Helena is served by two separate school systems. For those residents who live within Shelby County, students attend schools within the Shelby County School system, and for those residents who live within Jefferson County, students attend schools within the Jefferson County School system.

Students within Shelby County go to four schools but only one of the schools is within the city limits of Helena. Helena Elementary School, originally opened in 1928, serves students in kindergarten through second grade, while children in grades third through fifth attend Helena Intermediate School, which opened in 2001 with a capacity of 650 students. Children in grades sixth through eighth are now taught at the Helena Middle School, which opened in 2008 with a capacity of 1,000 students and was mentioned as a need in the previous comprehensive plan. The remaining school, which is located in neighboring Pelham and serves students in grades ninth through twelfth, is the Pelham High School, which opened in 1974 with an original built capacity of 640.



Helena Elementary School

The Helena Elementary School has undergone various additions over its lifetime. Since its inception, the school was expanded during the years: 1962, 1967, 1986, 1991, 1994, and 1996. With the Helena Intermediate School and the Helena Middle School being rather new, the only other school serving Helena within the Shelby County School system that has seen any expansions has been the Pelham High School, which witnessed additions in 1987, 1990, 1999, and 2000. However with combined growth pressure, inadequate classroom space, a weak economy, and unknown funding sources, Helena area schools have had to resort to placing temporary classroom trailers onsite.



Helena Intermediate School

Even with the additions over the years, the Pelham High School with ten trailers and the Helena Elementary School with three trailers still need more additions. But what is alarming, is the relatively new Helena Intermediate School currently has thirteen trailers, and the situation will only get worse as growth continues and capital spending on schools due to strained revenues remains tight.

A table showing enrollment numbers at the Shelby County Schools serving Helena residents from the school years 2001-2002 through 2010-2011 is shown. During this ten year time period, the Helena Elementary School experienced a sixty one percent increase in students and the Helena Intermediate School grew seventy four percent. Pelham High School grew fifty eight percent. Although Riverchase Middle School no longer serves Helena residents, the enrollment figures are shown to emphasize what affect a new school can have on not one but two communities. Between the school years 2001-2002 through 2007-2008, attendance expanded forty three percent at Riverchase Middle School, but with the addition of the Helena Middle School, the middle school attendance level for the school year 2008-2009 was nearly split evenly. Relief was not only provided for Helena residents with a new middle school but for Pelham residents as well.

The previous comprehensive plan called for a Helena High School and a similar split in attendance levels between the two high schools would most likely occur once built. A strong desire for the Helena High School as well as an elementary school to be located across Hillsboro Parkway from the Helena Middle School exists, and Helena passed a general sales tax increase in April 2011 to cover land acquisition costs that had been a major problem. However, future problems with said location could occur due to traffic congestion on Hillsboro Parkway being caused by traffic generated by not one but up to three schools as well as normal rush hour traffic generated by residents of both the proposed Hillsboro South



Helena Intermediate School

and points south seeking to access Highway 52 West or the proposed Helena Bypass by avoiding the traffic congestion problems at the Crossroads.

Shelby County Schools Enrollment					
Year	Helena Elementary	Helena Intermediate	Riverchase Middle	Helena Middle	Pelham High
2001	503	492	899	NA	1,055
2002	541	500	1,032	NA	1,079
2003	606	567	1,062	NA	1,112
2004	643	589	1,132	NA	1,205
2005	715	668	1,166	NA	1,295
2006	774	692	1,240	NA	1,392
2007	824	752	1,283	NA	1,463
2008	831	798	685	701	1,523
2009	825	721	699	860	1,586
2010	810	856	686	786	1,665

Source: State of Alabama Department of Education

The Shelby County Board of Education maintains a capital plan for its schools, and the revised fiscal year 2010 plan covers funding years 2009 through 2015. Per the plan, six projects are listed which cover schools where Helena students attend or will attend. Pelham High School has the addition of eight classrooms at a budget of $1,500,000 within funding year 2009. Helena Elementary School has a project within funding year 2010 for façade and renovation work with a budget of $210,000. For funding year 2011, three projects are mentioned inside the Helena city limits with the highlight being the new Helena High School at a budget of $30,000,000. Also for funding year 2011, the Helena Elementary School has a project which comprises the addition of eight classrooms as well as renovation work at a budget of $1,250,000, and the Helena Intermediate School includes a project to add sixteen classrooms at a budget of $2,500,000. Within funding year 2015, the project includes a pod renovation at Helena Elementary School with a budget of $1,250,000. Much of these proposed projects are tied to the 30 mill school tax rate, which expires in 2017, but was extended to 2041 in a special 2011 election.

Students within Jefferson County go to three schools within the Jefferson County Board of Education school system located outside the Helena city limits. Greenwood Elementary School serves students in kindergarten through fifth grade. Attendance levels at this school have been rather stagnant. McAdory High School, which opened in 1941 in its present building, serves students in grades ninth through twelfth, and McAdory Middle School, which opened in 2010 with a capacity of 1,000 students, houses grades sixth through eighth. Prior to 2010, the high school building had students from grades sixth through twelfth. With the new school, a dramatic drop in attendance levels occurred similar to the effects of the construction of the Helena Middle School.

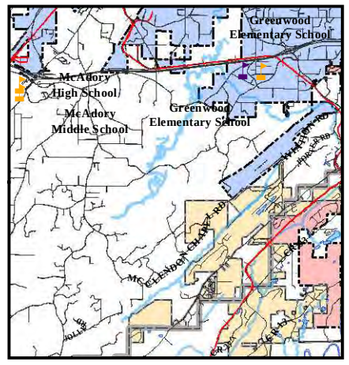
Jefferson County Schools Enrollment			
Year	Greenwood Elementary	McAdory Middle	McAdory High
2001	176	NA	1,467
2002	211	NA	1,426
2003	204	NA	1,384
2004	214	NA	1,492
2005	200	NA	1,526
2006	225	NA	1,592
2007	218	NA	1,619
2008	211	NA	1,634
2009	211	NA	1,647
2010	178	757	880

Source: State of Alabama Department of Education

This county school system maintains a capital plan, and its revised fiscal year 2010 plan covering funding years through 2014 includes a school where Helena residents may attend. Within funding year 2013, an elementary school for grades K-5 is slated to be constructed within the McAdory High School attendance zone with a budget of $16,000,000.

PUBLIC SCHOOLS

McAdory Area



LEGEND

- Bessemer City Schools
- Hoover City Schools
- Jefferson County Schools
- Shelby County Schools
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet

Greenwood Elementary School
Greenwood Elementary School
South Shades Crest Elementary School
Crossroads School
Hoover High School - Freshman Campus
Pelham High School
Helena Elementary School
Helena Intermediate School
Helena Middle School
SR 261 (HELENA RD)
CR 52 E
CR 52 W
CR 91 (COALMONT RD)
CR 13
CR 93
CR 95
CR 17
CR 58
CR 277
SOUTH SHADES CREST RD
ELVIRA RD
AUSTIN RD
OAK PARK LN
OLD CAHABA DR
OLD CAHABA PKWY
HILLSBORO PKWY
CUNNINGHAM DR
RAILROAD AVE E
1ST AVE E
1ST AVE W
2ND AVE E
3RD AVE E
ELM ST
MULLINS DR
RIVER OAKS DR
RIVER VALLEY RD
RIVERWOODS PKWY
BROOK DR
APPLEFORD RD
ROSEBURY RD
BOWRON RD
FALLISTON SQUARE DR
LEE'S COVE
KING ST
TUCKER RD
PLANTATION DR
COX COVE
ROY DR
BRIDLEWOOD LN
WYNDHAM PKWY
WINDHAM LN
SPENCER LN
NORTH DR
FIELDSTONE DR
ST. CHARLES PLACE
SHELENA ESTATES
BENTWOOD DR
RIVER CREST LN
STONEBROOK
OLD CAHABA PL
OLD CAHABA DR
CAHABA FALLS
OLD CAHABA TR
BARBONNE PL
TIOGA RD
BEARDEN LN
BEARDEN RD
PARAMOUNT DR
CHADWICK
PANTHER CIR
BEARDEN TR
RUFFIN RD
STANLEY ST
SYKES ST
TUCKER RD
TUCKER CIR
TUCKER PL
TUCKER LN
TUCKER TR
TUCKER WAY
TUCKER CT
TUCKER DR
TUCKER CV
TUCKER PT
TUCKER TER
TUCKER WALK
TUCKER BLVD
TUCKER ALLEY
TUCKER ROW
TUCKER STREET
TUCKER AVENUE
TUCKER ROAD
TUCKER LANE
TUCKER COURT
TUCKER PLACE
TUCKER TRAIL
TUCKER WAY
TUCKER CIRCLE
TUCKER DRIVE
TUCKER PARK
TUCKER HILL
TUCKER VALLEY
TUCKER CREEK
TUCKER RIVER
TUCKER LAKE
TUCKER POND
TUCKER FALLS
TUCKER SPRING
TUCKER WELL
TUCKER SPRINGS
TUCKER WELLS
TUCKER FALLS

POST OFFICE

Helena is served primarily by two postal routes or zip codes. The main route is zip code 35080 provided by the post office located at the intersection of Highway 52 West and State Route 261, and the other route is zip code 35022, which serves those residents along South Shades Crest Road in both counties and is handled by the post office in Bessemer. Attempts have been made to combine all of the city limits under zip code 35080, but the only positive to come out of these attempts is that those Helena residents within zip code 35022 may substitute Helena instead of Bessemer as the city on mailing addresses.



Helena Post Office

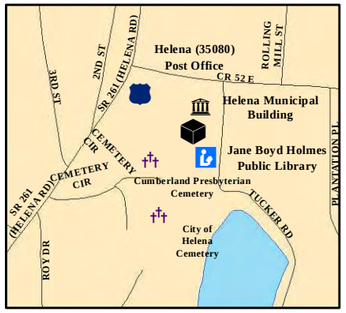
Built in 1980, the post office in Helena is 2,200 square feet in size, and the parking lot, which accommodates customers and postal employees, was recently expanded from eleven to twenty-six parking spaces and the driveway was made one way. Still, its location, though centrally located, is too small to handle the increase in traffic from customers who use the post office, and the location will become more congested as Helena's population continues to grow. However, the United States Postal Service (USPS), due to unprecedented losses and significant decline in number of pieces mailed which are forecasted to continue for the next decade, is currently exploring ways to get leaner and move away from standard post offices. Ideally, the USPS desires to bring, via the internet or in person, many of the services and products found in a post office to the customer at his home or office and also to provide services such as mailboxes offsite at retail establishments. Although the USPS is not in favor of shutting down or merging post offices in order to trim costs, it is not keen on the idea of building post offices either. Even though the USPS may not support building a new post office, a precedent was set recently. A new post office was constructed off State Route 119 in Alabaster within the past decade. Retrofitting an existing building especially one which is large enough, has plenty of parking, and is centrally located an alternative to constucting a new building. A portion of the closed Winn Dixie store could be retrofitted. The USPS has a similar retrofit in Anderson, S. C. as shown to the left.



Anderson, South Carolina Post Office

COMMUNITY FACILITIES

SR 261 / CR 52 Area



LEGEND

- Cemetery
- Library
- Municipal Building
- Post Office
- Senior Center
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet

TRANSPORTATION

ROADWAY FUNCTIONAL CLASSIFICATION

According to the character of traffic service that they are intended to provide and the degree of land access that they allow, roadways are arranged into classes known as the process of roadway functional classification. All roadways are sorted within three main functional classifications: arterial, collector, and local roads which provide a balanced relationship between mobility and land access. Mobility is the ability to efficiently travel along the roadway, while land access is the ease of being able to connect to a particular tract of land. Arterials afford the top level of service at the maximum speed for the longest continuous distance with little or no access control. Collectors provide a medium level of service at a lesser speed for shorter distances by gathering traffic from local roads and linking them with arterials. Local roads consist of all other roads and primarily offer a high degree of access to land with little or no mobility.

Roadway functional classification is linked directly with the roadway design speeds and roadway cross sections such as lane width, shoulder width, and other design characteristics. In addition, functional classification is different for urban and rural areas due to the land use intensity of those areas. Thus as land use changes occur due to growth, the functional classification of roadways must also change including its design parameters. Failure to maintain adequate roadway functional classifications leads to inefficient traffic service such as congestion. As the federally designated transportation planning agency for the transportation planning area, it is the Birmingham Metropolitan Planning Organization's (MPO) responsibility to assist the Alabama Department of Transportation (ALDOT) with the identification and maintenance of the roadway functional classification within the Jefferson County and Shelby County planning area. This classification is also used in the allocation of federal roadway funds.

Arterials are further broken down into seven subclasses based on its urban setting: urban interstate, rural interstate, freeway, urban principal arterial, rural principal arterial, urban minor arterial, and rural minor arterial; and collectors are further broken down into three subclasses based on its urban setting: collector, rural major collector, and rural minor collector. Urban setting is based on the urbanized areas as set by the Census Bureau following Census 2000. Unfortunately, the Helena city limits do not entirely lie within an urbanized area, but most likely will following the release of Census 2010. Helena does not have any type of interstate, freeway, or principal arterial within its city limits.



Old Town Helena

Helena has three roadways classified as urban minor arterials. State Route 261 is classified as an urban minor arterial. Within the urban area,

County Roads 52 and 2 in both counties are classified as urban minor arterials, and the portion of County Road 52 in Shelby County that lies outside of the urban area is classified as a rural minor arterial. The Helena Bypass is classified as a proposed urban minor arterial. County Roads 17, 58, 91, and 95 are classified as collectors. County Road 93 is classified as a collector within the urban area, but is classified as a rural minor collector outside the urban area. Outside the urban area, County Roads 2 and 13 are classified as rural major collectors.

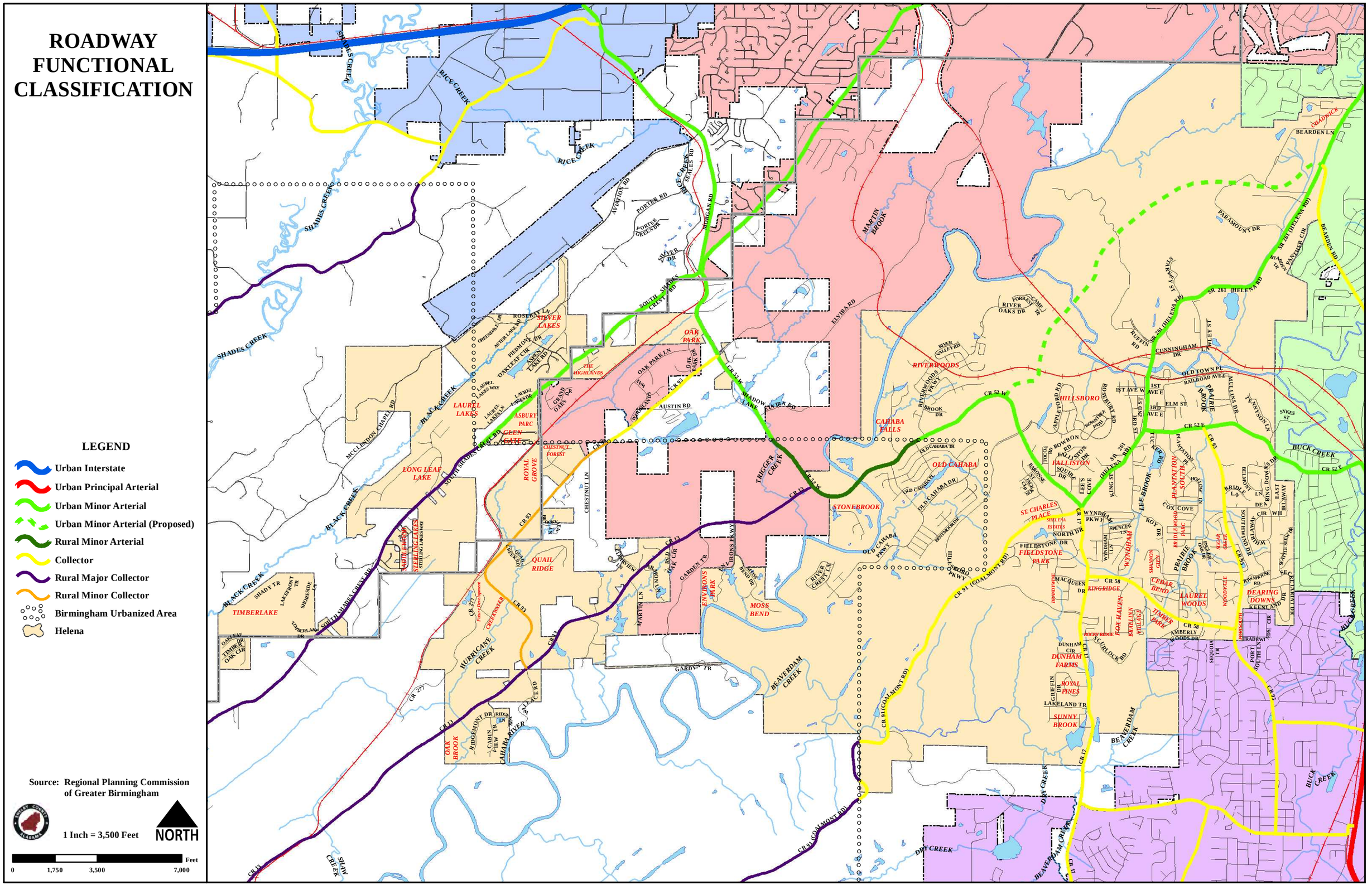
TRAFFIC VOLUME

Traffic volume on state routes and federal highways is monitored with annual average daily traffic counts (AADT) by the Alabama Department of Transportation (ALDOT). State Route 261 is the only roadway within Helena that ALDOT keeps AADT, but Helena has two traffic count locations. The southern location near Roy Drive is used to monitor traffic volume on the stretch of State Route 261 between the intersection of State Route 261/Highway 52 East and The Crossroads, and the northern location near the Helena Quarry is used to collect data between the intersection of State Route 261/Highway 52 East and the intersection of State Route 261/County Road 105. AADT counts kept over the past ten years for locations along State Route 261 and roadways that Helena commuters use such as US Highway 31 and Interstate 65 are shown in the following table. Starting in 2007, the economic downturn has contributed to the considerable decrease in traffic volumes on all routes used by Helena residents. State Route 261 took a significant loss of traffic volume of over 2,000 AADT on all three traffic counters between 2006 and 2009, although the 2009 counts were higher than the 2008 counts on all three.

Traffic Volume on Monitored State Routes and Federal Highways								
Year	SR 261 S	SR 261 N	SR 261	US 31	US 31	I-65 S	I-65 N	I-65
	Helena	Helena	Pelham	Pelham	Hoover	Pelham	Pelham	Hoover
2000	12,950	11,460	18,340	32,810	37,780	69,020	82,360	102,980
2001	12,780	10,470	17,120	33,750	35,840	69,930	82,950	102,980
2002	13,400	11,030	18,410	34,300	35,740	71,320	84,150	104,530
2003	10,720	10,640	18,280	34,450	35,570	73,480	86,340	107,580
2004	12,640	12,610	20,810	35,730	35,880	76,340	88,140	110,330
2005	12,490	12,530	20,700	35,590	36,750	80,850	89,490	111,660
2006	12,630	12,670	20,880	35,840	37,130	82,140	90,530	112,220
2007	11,440	11,480	19,350	35,530	38,120	83,040	91,530	113,450
2008	10,230	10,260	17,300	33,990	34,090	81,050	89,320	109,030
2009	10,330	10,360	17,470	34,570	34,670	81,940	90,300	110,230

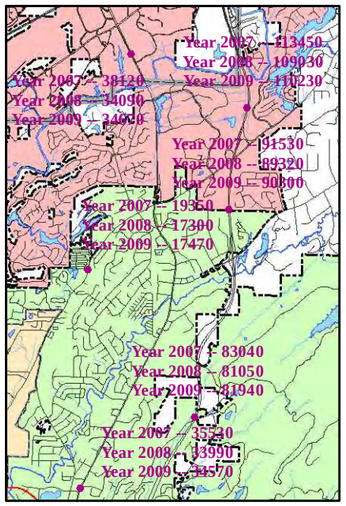
Source: State of Alabama Department of Transportation

ROADWAY FUNCTIONAL CLASSIFICATION



ALDOT TRAFFIC COUNTS 2007 -- 2009

I-65/US 31 Area



LEGEND

- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: State of Alabama
Department of Transportation

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet

Year 2007 -- 11480
Year 2008 -- 10260
Year 2009 -- 10360

Year 2007 -- 11440
Year 2008 -- 10230
Year 2009 -- 10330

COUNTY ROAD TRAFFIC COUNTS 2005

LEGEND

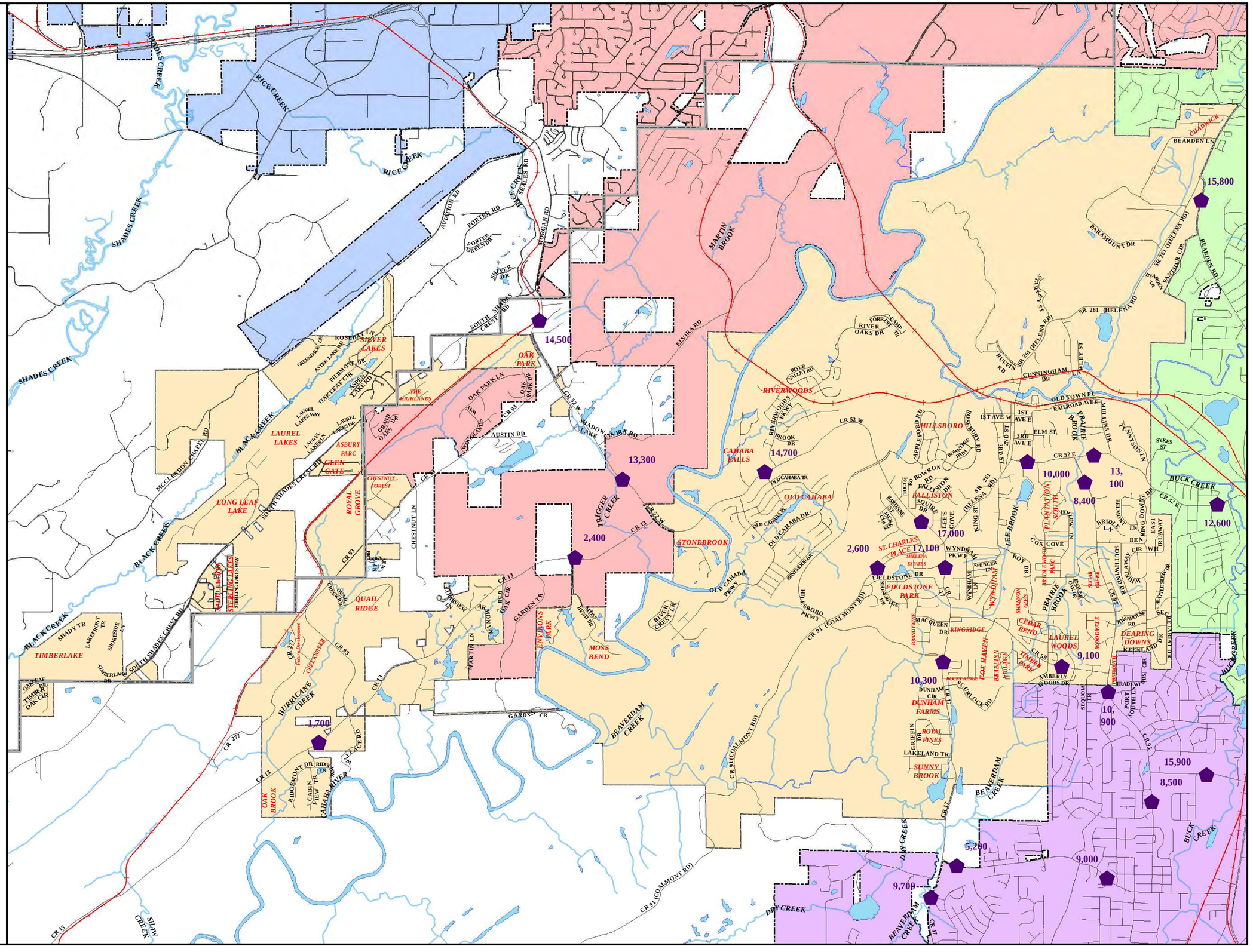
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: Regional Planning Commission of Greater Birmingham

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet





The Crossroads

In 2005, traffic counts were collected in the Helena area by various entities on County roads. Although no recent comparisons can be drawn from such numbers since annual monitoring has not been maintained on these roads, counts on most of these roads did exist from collections in 1999 as shown in the previous comprehensive plan. The table shows that before the recent economic downturn traffic volume was growing significantly along Highway 52 from the county line to the Pelham city limits as well as the commercial portion of County Road 17 south of State Route 261. Traffic counts are collected by the Regional Planning Commission of Greater Birmingham (RPCGB).

Traffic Counts		
Route	1999	2005
CR 52 East of CR 95	10,200	13,100
CR 52 West of CR 95	NA	10,000
CR 52 North of SR 261	11,100	17,000
CR 52 East of CR 13	11,500	14,700
CR 52 North of CR 13	9,500	13,300
CR 52 North of CR 93	10,400	14,500
CR 13 South of CR 52	2,000	2,400
CR 91 South of SR 261	NA	2,600
CR 17 South of SR 261	14,000	17,100
CR 17 South of CR 58	10,000	10,300
CR 58 West of CR 95	7,600	9,100
CR 95 North of CR 58	7,900	8,400
CR 95 South of CR 58	13,000	10,900

Source: Regional Planning Commission of Greater Birmingham (RPCGB)

PLANNED TRANSPORTATION PROJECTS

In June 2010, the 2035 Birmingham Regional Transportation Plan (RTP) was adopted by the MPO. The RTP, a collection of planned transportation projects to be implemented over time, was developed to provide a foundation for regional transportation planning in the Jefferson County and Shelby County area by coordinating fiscally sound initiatives and investments to better the movement of people and goods over the next 25 years. Projects in the RTP are considered for inclusion based on eight federal planning factors found in the Safe Accountable Flexible Efficient Transportation Act which include economic vitality, safety, security, accessibility, connectivity, environmental, efficiency, and system preservation. Since most major transportation projects are beyond the fiscal means of state and local governments, said governments or sponsors seek federal funding of projects whereby the sponsors will only have to provide a twenty percent match. However in order to receive federal funding, the sponsors' projects must be part of the fiscally constrained RTP. Such projects are proposed to be pursued for development within expected funding constraints. The following table shows fiscally constrained roadway projects that would have an impact on Helena residents in relation to reduced traffic congestion.

Fiscally Constrained Roadway Capacity Projects				
Project #	Sponsor	Project Name	Year	Project Cost
78	ALDOT	Helena Bypass (CR 52 to SR 261)	2017	$18,826,846
141	ALDOT	SR 261 (CR 105 to US 31)	2017	$23,189,462
365	Shelby County	Morgan Road/CR 52 (CR 2 to SR 261)	2025	$13,498,368
424	Shelby County	CR 17 (SR 261 to CR 12)	2025	$31,275,661
429	Shelby County	CR 52 (SR 261 to Johnson Street)	2025	$13,667,097
22	ALDOT	I-65 Shelby County (CR 52 to CR 87)	2017	$94,008,678
109	Jefferson County	Morgan Road/CR 52 (CR 2 to I-459)	2015	$11,435,559
420	ALDOT	I-65 (Valleydale Road to I-459)	2025	$67,588,858

Source: RPCGB

In addition, the MPO adopted the FY 2010 Rebalanced/Updated FY 2008-2011 Transportation Improvement Program (TIP). The TIP is a list of projects, with funding assigned, to be implemented over the next four years. Several projects are included that lie within the city limits, and various projects are included that are situated outside of the city limits that would have an impact on Helena residents. A table on page 103 shows the TIP projects in the Helena area, including two Helena sponsored projects.



Area of Proposed Helena Bypass off SR 261

MPO ROADWAY CAPACITY PROJECTS

FISCALLY CONSTRAINED

LEGEND

Project Sponsor

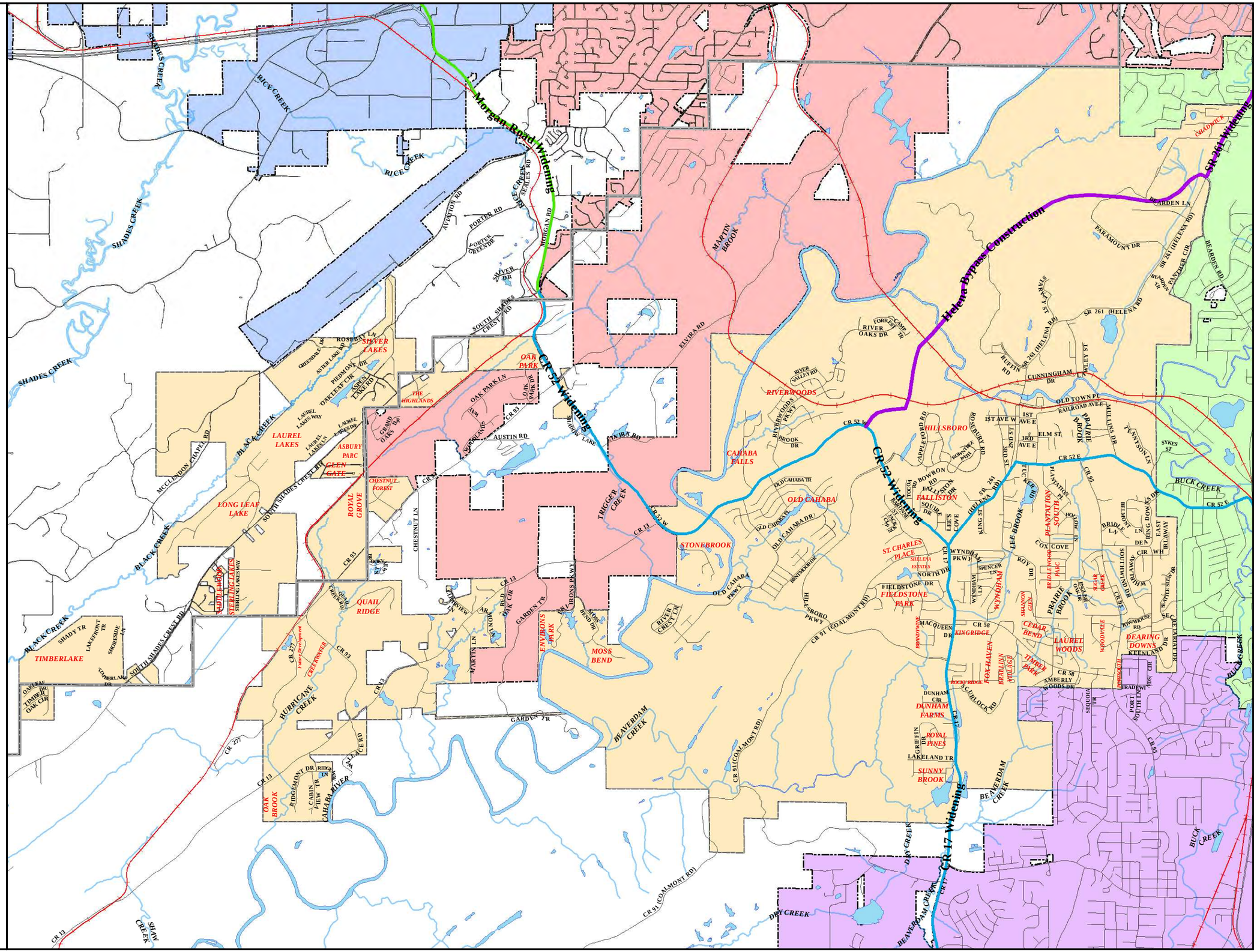
- ALDOT
- Jefferson County
- Shelby County
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: Regional Planning Commission of Greater Birmingham

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet



MPO ROADWAY CAPACITY PROJECTS

VISIONARY

LEGEND

Sponsor

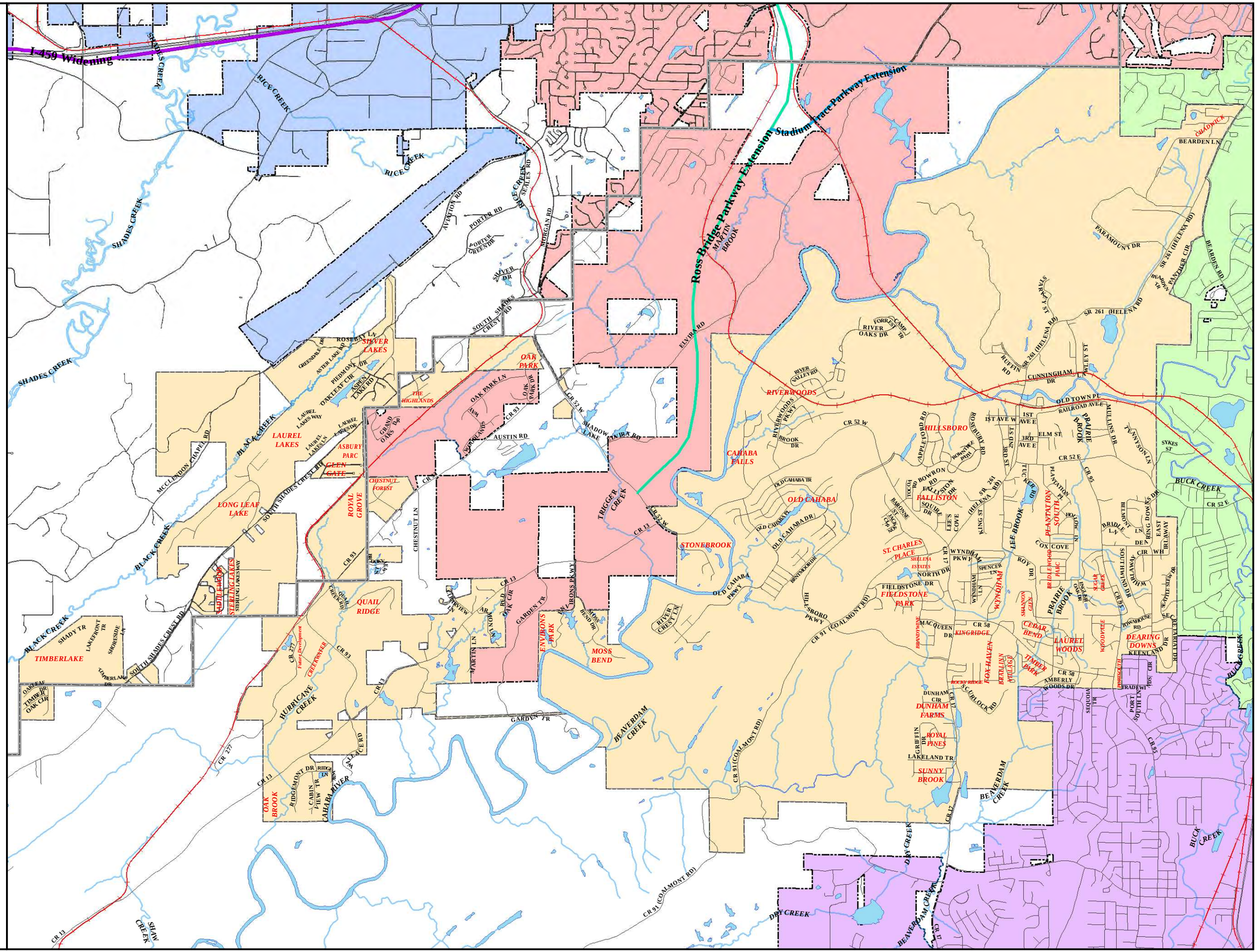
- ALDOT
- Hoover
- Shelby County
- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

Source: Regional Planning Commission of Greater Birmingham

1 Inch = 3,500 Feet

NORTH

Feet
0 1,750 3,500 7,000



TIP Projects				
Project #	Sponsor	Project Name	Year	Project Cost
109	Jefferson County	Morgan Road/CR 52 (CR 2 to I-459) (Intersection Improvements)	2011	$9,729,782
420	ALDOT	I-65 (Valleydale Road to I-459) (Widen Bridges over Cahaba River)	2011	$30,371,328
83	ALDOT	Valleydale Road (US 31 to Riverchase Pkwy) (Additional Lanes)	2011	$6,764,179
257	Helena	Helena Buck Creek/Tacoa Rail Trail Phase 1 (SR 261 to Helena City Limits)	2011	$196,536
257	Helena	Helna Buck Creek/Tacoa Rail Trail Phase 2 (SR 261 to Tacoa)	2011	$136,873
78	ALDOT	Helena Bypass (Preliminary Engineering)	2010	$562,432

Source: RPCGB

The table below indicates project names, sponsors, and scopes of Visionary Roadway Capacity Projects in Helena and the surrounding area. Visionary projects are those projects where funding levels prevent such from being placed in the fiscally constrained RTP now. As funding levels improve, such projects may be moved to the fiscally constrained RTP. Helena commuters and those desiring to travel to Helena would benefit from the widening projects and the Valleydale Road Interchange project. However, the one project listed that would be most advantageous to traffic movement in and out of Helena would be the proposed interchange on I-459 as it would provide an additional access point for Helena on I-459 besides the Morgan Road interchange. Hoover has proposed the Ross Bridge Parkway extension as the primary route from said proposed interchange into Shelby County to connect with Highway 52 West to a point west of the Cahaba River.

Visionary Roadway Capacity Projects		
Project #	Sponsor	Project Name
168	Hoover	US 31 Widening (I-65 to Riverchase Parkway)
386	ALDOT	US 31 Widening (Riverchase Parkway to SR 119)
388	ALDOT	I-459 Widening (I-21/59 to CR 2)
405	Shelby County	Stadium Trace Parkway (End to Ross Bridge Parkway Extension)
420	ALDOT	Valleydale Road Interchange Improvements
629	ALDOT/Hoover	South Shades Crest Road I-459 Interchange
630	Hoover	Ross Bridge Parkway Extension (SR 150 to CR 52)

Source: RPCGB

PROPOSED ROADWAYS

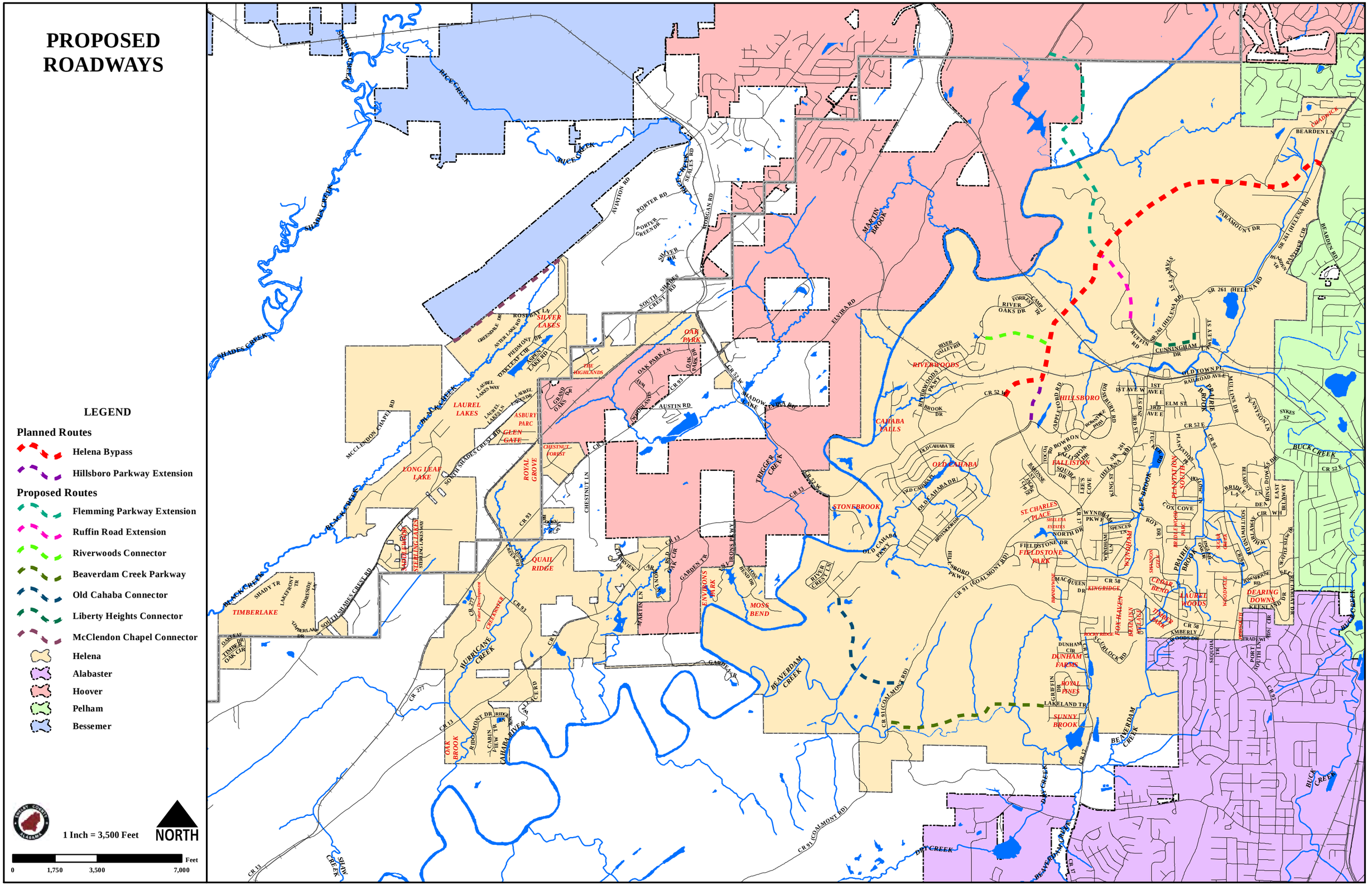
In addition to transportation projects that have been slated for completion at some future time as listed within the MPO's LRTP, there are routes that need to either be added to such LRTP or completed by developers to further the efficient and uncongested flow of traffic both within and through the city limits of Helena. Other than the proposed Helena Bypass, no new roadway is planned to alleviate the traffic problems caused by bottlenecks on the limited number of roadways that traverse the city and pass through a limited number of intersections. The traffic is not only generated from residents of Helena but from residents of municipalities south of the city such as Alabaster and Montevallo. New roadways need to be constructed to circumvent the congested intersections and lessen congestion on major roadways that access Helena. Although the Helena Bypass would minimize congestion through Old Town, traffic generated by current residential developments and future residential developments would dump even more vehicles on an already congested State Route 261 through Pelham.

Therefore, a roadway will need to be built off the Helena Bypass heading in a northerly direction crossing the Cahaba River to either connect with Flemming Parkway, the proposed Stadium Trace Parkway Extension, or the proposed Ross Bridge Parkway Extension. Two of these potential connections would put traffic on Interstate 459 via the proposed South Shades Crest Road intersection. The Flemming Parkway Extension would not replace the proposed Ross Bridge Parkway Extension but create an additional and better option for the overwhelming majority of the current and future residents of Helena, who happen to reside or will reside on the east side of the Cahaba River. A built-out Hillsboro dictates this option to occur. Without this option, a new bottleneck, besides the one that would continue on State Route 261 in Pelham, will be created on Highway 52 West crossing the river to get to the Ross Bridge Parkway Extension. In addition, the Ruffin Road Extension would be construction from its current terminus to the Flemming Parkway Extension at its intersection with the Helena Bypass. Due to the costs involved with completing these projects, Helena should move to place these projects or at least the Flemming Parkway Extension on the LRTP, and get support from its municipal neighbors who will benefit.

Desiring to circumvent traffic around congested intersections, the proposed routes of the Beaverdam Creek Parkway, the Old Cahaba Connector, and the Riverwoods Connector are needed. The initial two routes would be located near the southern boundaries of Hillsboro South and would move traffic laterally from the southern areas of Old Cahaba and Hillsboro South to County Road 17 avoiding forcing traffic through the congested intersection within the Crossroads. Between the two railroads, the Riverwoods Connector would provide a connection to the bypass from existing and future developments in that area, alleviating some of the pressure off Highway 52 West.

The Liberty Heights Connector was discussed in the previous plan as better access to State Route 261 than traveling through the quarry area, and the McClendon Chapel Connector would provide access from Silver Lakes to city lands on McClendon Chapel Road as well as access to the backside of other subdivisions.

PROPOSED ROADWAYS



RAILROAD CROSSINGS

Three railroads cut across the city limits of Helena. Two CSX Transportation lines cross through at Old Town, and a Norfolk Southern line travels along the extreme west edge of the city limits. The CSX lines cause traffic headaches as the railroad crossings on State Route 261 are at grade as well as the one on Cunningham Drive. Only driveways are crossed by the Norfolk Southern line. Traffic congestion caused by moving trains is a negative but safety is another concern as the northern State Route 261 crossing only has flashing warning lights unlike the southern State Route 261 crossing which not only has flashing warning lights but gates as well. A stop sign exists at the Cunningham Drive railroad crossing. Following a trend of a couple of Shelby County residential developers, the Riverwoods developer built a bridge over the CSX line connecting its various phases.

Gates needs to be added to the southern State Route 261 crossing for safety reasons. Once the Liberty Heights neighborhood is redeveloped and a new road is added on the north side of the tracks connecting State Route 261 at Ruffin Road, the Cunningham Drive crossing could be removed as it would no longer be needed. A pedestrian tunnel or bridge could be constructed at that time to connect Liberty Heights to the proposed Buck Creek Park. Planned developments should be required to have bridges crossing railroad tracks and at grade crossings should be denied.



SR 261 Railraod Crossing (lights only)



SR 261 Railroad Crossing (gates/lights)



Cunningham Drive Railroad Crossing



Riverwoods Subdivision Railroad Overpass

AT GRADE RAILROAD CROSSINGS

LEGEND

Warning Device

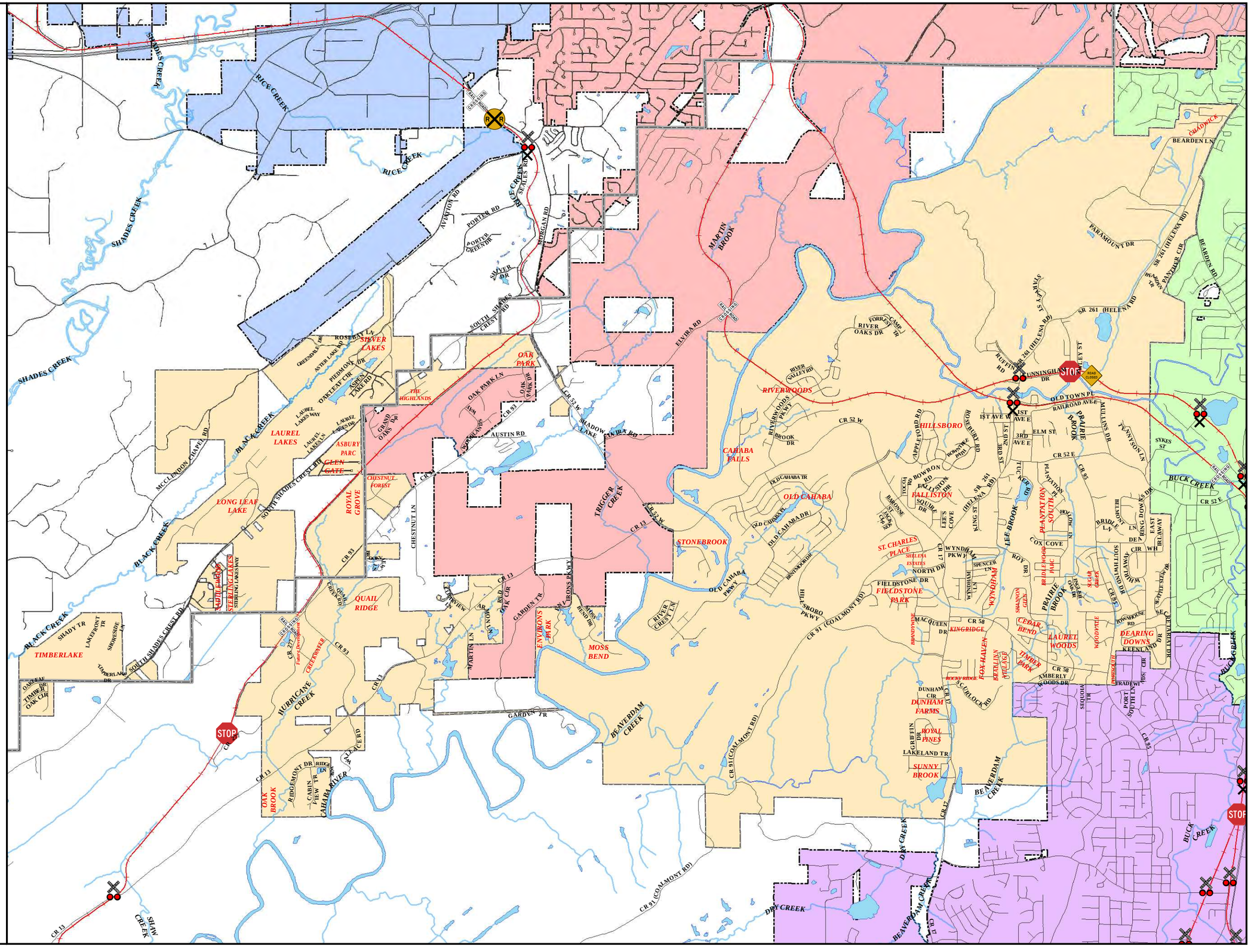
- None
- Crossbuck
- Stop Sign
- Flashing Lights
- Flashing Lights with Gates
- Gated / Closed

- Helena
- Alabaster
- Hoover
- Pelham
- Bessemer

1 Inch = 3,500 Feet

NORTH

0 1,750 3,500 7,000 Feet



GOALS, OBJECTIVES, AND STRATEGIES

GOAL 1

Strengthen Helena Economically and Fiscally

OBJECTIVE 1.1

Move Helena toward a more self-contained economy

STRATEGIES

1.1.1 Attract more industries, especially those with low to zero emissions
1.1.2 Provide incentives to build out the Helena Industrial Park
1.1.3 Capitalize on the proximity to Interstate 459, the Highway 52 widening project, and the pro posed intermodal rail facility in McCalla by developing an industrial park west of the Cahaba River
1.1.4 Develop a Medical Office Park to appeal to health care professionals
- Attract a variety of doctors and dentists, not just the general practitioner
- Focus a niche toward the aging population

1.1.5 Construct the Helena High School bringing in jobs for teachers and support staff
1.1.6 Encourage existing industries and corporations within Helena to expand
1.1.7 Continue to support home-based businesses that do not impact the residential neighborhoods where they are located

OBJECTIVE 1.2

Increase revenues to fund services and capital projects

STRATEGIES

1.2.1 Reasonably increase the municipal millage rate
1.2.2 Conduct a study of various permit, application, and user fees charged for municipal services among cities of like size around the state and region and adjust accordingly
1.2.3 Study privatizing and/or contracting any city services that may be costly to operate
1.2.4 Develop a sound annexation strategy
- Identify all unincorporated land areas that either are completely surrounded by the City (is lands), lie within the police jurisdiction, or use a city service
- Seek annexing those parcels which already use a city service initially
- Seek annexing those parcels which would provide development potential
- Avoid annexing parcels that would cause the city liability or cost issues

OBJECTIVE 1.3

Advance Helena as a major tourist destination

STRATEGIES

1.3.1 Advance Helena as a canoe/kayak recreational destination
- Initiate a Canoe 'Trail' along Buck Creek and the Cahaba River with launches at Buck Creek Park, Billy Gould Park, and Highway 52 West, and portages in Old Town

1.3.2 Construct facilities that promote the legacy of Helena's past
- Build Billy Gould Park
- Construct historic Coke Oven Park
- Build Eureka Number 3 Park

1.3.3 Elevate the use of the sports fields
- Open sports leagues to non-residents
- Bring regional/state/national tournaments to Helena

1.3.4 Maintain the distinctive gateways

1.3.5 Continue to improve Old Town
- Build sidewalk network throughout the historic district
- Improve street network within the historic district to support efficient flow
- Construct a combined museum and welcome center
- Erect distinct wayfinding signs that blend into the character of Old Town
- Encourage bed & breakfast facilities in and around Old Town

1.3.6 Encourage the creation of a Ruffin Swamp interpretive center

1.3.7 Establish historic interpretive trails and walking tours

GOAL 2

Develop a Balanced, Equitable, Efficient, and Safe Transportation System

OBJECTIVE 2.1

Encourage the completion of local projects within the MPO's current TIP

STRATEGIES

2.1.1 Preliminary engineering for the Helena Bypass
2.1.2 Construction of Phases 1 and 2 of the Helena Buck Creek/Tacoa Rail Trail
2.1.3 Widen Valleydale Road from US 31 to Riverchase Parkway
2.1.4 Widen Interstate 65 bridges over Cahaba River
2.1.5 Improve Morgan Road intersections from county boundary to Interstate 459

OBJECTIVE 2.2

Advocate shifting local Fiscally Constrained Roadway Capacity projects to the TIP

STRATEGIES

2.2.1 Encourage widening Morgan Road from South Shades Crest Road to Interstate 459
2.2.2 Champion the Helena Bypass project from Highway 52 West to State Route 261
2.2.3 Support widening State Route 261 from County Road 105 to US Highway 31
2.2.4 Advocate widening Interstate 65 from Highway 52 East to County Road 87
2.2.5 Back widening Highway 52 from South Shades Crest Road to State Route 261
2.2.6 Encourage widening Highway 52 East from State Route 261 to Johnson Street
2.2.7 Applaud widening County Road 17 from State Route 261 to County Road 12
2.2.8 Approve widening Interstate 65 from Valleydale Road to Interstate 459

OBJECTIVE 2.3

Advocate moving local Visionary to the Fiscally Constrained Roadway Capacity projects

STRATEGIES

2.3.1 Support widening US Highway 31 from Interstate 65 to State Route 119
2.3.2 Applaud widening Interstate 459 from Interstate 20/59 to South Shades Crest Road
2.3.3 Promote the Valleydale Road and South Shades Crest Road interchange projects
2.3.4 Encourage Ross Bridge Parkway extension from State Route 150 to Highway 52 West
2.3.5 Back Stadium Trace Parkway extension to the Ross Bridge Parkway extension

OBJECTIVE 2.4

Add projects to the MPO's LRTP

STRATEGIES

2.4.1 Ruffin Road extension project from its current terminus to the Helena Bypass
2.4.2 Flemming Parkway extension from its current terminus to the Helena Bypass
2.4.3 Railroad crossing warning gates at State Route 261 north of Buck Creek
2.4.4 Buck Creek/Tacoa Trail beyond Phase 2

OBJECTIVE 2.5

Prepare a Master Street Plan

STRATEGIES

2.5.1 Designate existing arterials and collectors
2.5.2 Specify new arterials and collectors
- Helena Bypass
- Ruffin Road extension
- Flemming Parkway extension
- Roadway between County Road 91 and County Road 17 in the Beaverdam Creek area
- Roadway between Old Cahaba's River Crest Trace and County Road 91 close to the Beaverdam Creek area
- Hillsboro Parkway extension to Helena Bypass
- Roadway between Riverwoods Subdivision and Helena Bypass
- Roadway between Aviation Road and McClendon Chapel Road

2.5.3 Incorporate greenway and sidewalk master plans within document

GOAL 3

Provide an Efficient Arrangement of Community Facilities and Services

OBJECTIVE 3.1

Supply an adequate number of schools with fixed classrooms

STRATEGIES

3.1.1 Expand Helena Elementary School
- Acquire additional land adjacent to school site
- Redesign school to better utilize additional land for growth
- Build additional classrooms
- Reserve space for future classrooms
- Change grades from K-2 to K-3

3.1.2 Expand Helena Intermediate School
- Build additional classrooms
- Change grades from 3-5 to 4-5

3.1.3 Build Helena High School
- Acquire land via donation, below market value, or long term lease
- Build facility with room to expand
- Build support facilities onsite

3.1.4 Build another elementary school
- Acquire land via donation, below market value, or long term lease
- Build K-3 facility with room to expand

3.1.5 Build a McAdory area elementary school within Helena city limits
- Acquire land via donation, below market value, or long term lease within Jefferson County
- Annex land if not already within Helena
- Build K-5 facility with room to expand

OBJECTIVE 3.2

Supply an ample number of fire stations adequately covering Helena

STRATEGIES

3.2.1 Build new Fire Station Number 1
- Acquire land in area near the Helena Municipal Building
- Build facility to house an engine company, a ladder company, a rescue truck, a reserve engine, and personnel quarters and offices
- Move ladder company from Station Number 2 to new Station Number 1
- Acquire new engine for station and keep 2000 Pierce Sabre as reserve engine here

3.2.2 Build Fire Station Number 4
- Acquire land in Hillsboro South area
- Build facility to house engine company
- Acquire new engine for station

3.2.3 Build Fire Station Number 5
- Acquire land in Hillsboro North area
- Build facility to house engine company
- Acquire new engine for station

OBJECTIVE 3.3

Use the Helena Municipal Building exclusively as an administration building

STRATEGIES

3.3.1 Build a combined police administration and courts building
- Acquire land in area near the Helena Municipal Building
- Build a facility to house the police department including expanded offices, E-911, Explorers rooms, and increased jail space; and courtrooms

3.3.2 Build new Fire Station Number 1
- Acquire land in area near the Helena Municipal Building
- Build facility to house an engine company, a ladder company, a rescue truck, a reserve engine, and personnel quarters and offices

3.3.3 Redesign the layout of the building and grounds
- Expand departmental areas and offices to adequately accommodate existing staff and additional staff as growth occurs
- Improve foyer/waiting areas to better serve the public
- Add additional parking spaces and improve the driveway flow
- Move personnel from other municipal facilities into the building as needed

OBJECTIVE 3.4

Continue making Helena a pedestrian friendly community

STRATEGIES

3.4.1 Prepare and adopt greenway and sidewalk master plans

3.4.2 Complete the Hillsboro Trails
- Expand the Hillsboro Greenway north and south to connect to future trails
- Build the Hillsboro South Trail
- Build the Beaverdam Creek Trail
- Build the Hillsboro North Trail

3.4.3 Interconnect existing populated areas
- Build Lee Brook Greenway
- Construct Prairie Brook Greenway
- Build Crossroads Greenway
- Complete sidewalk from Old Town to Municipal Building/Joe Tucker Park and the Cross roads

3.4.4 Initiate Construction of the Buck Creek Greenway
- Build Buck Creek Trail East
- Build Buck Creek Trail
- Build Tocoa Trail
- Build Ruffin Trail
- Build Billy Gould Trail

3.4.5 Instigate creation of greenways in western Helena
- Build Black Creek Greenway
- Construct Hurricane Creek Greenway

OBJECTIVE 3.5

Supply an ample number of parks to accommodate all residents

STRATEGIES

3.5.1 Expand facilities at existing parks on city-owned land
- Add passive activities such as trails and pavilions on city-owned abutting the south side of Joe Tucker Park
- Add exclusive football and soccer fields at the Helena Sports Complex
- Add an additional four field baseball/softball diamond at the Helena Sports Complex

3.5.2 Construct parks to meet the needs of a growing community
- Build Hillsboro Park
- Construct Sports Complex (south)
- Construct Sports Complex (west)
- Build Community Center (south)

3.5.3 Build a racquet club

OBJECTIVE 3.6

Build a state-of-the-art public library to serve Helena's growing population

STRATEGIES

3.6.1 Form a "Friends of" committee to evaluate potential sites and begin the process of raising building funds

3.6.2 Develop criteria to assess the pros and cons of potential sites especially taking into account the primary users of the existing library and the targeted users of the new library

3.6.3 Consider potential sites in Old Town, the Crossroads area, the Municipal Building area, or other areas

OBJECTIVE 3.7

Acquire a new post office to serve Helena's growing population

STRATEGIES

3.7.1 Form a stakeholders committee of government leaders, postal leaders, business leaders, and residents

3.7.2 Develop criteria desired by stakeholders and create post office configurations from a stand alone facility to a multi-tenant building with shared parking

3.7.3 Consider potential sites in the Crossroads area initially which may have land available to build or vacant buildings which could be renovated or retrofitted such as the old Winn Dixie

3.7.4 Consider land options from a fee simple acquisition to a land swap of the existing post office site to various long term lease scenarios considering the financial situation of the United States Postal Service

GOAL 4

Protect the Environment and Improve the Quality of Helena's Resources

OBJECTIVE 4.1

Preserve wetland areas for future generations

STRATEGIES

4.1.1 Acquire Ruffin Swamp through donation, payment, conservation easement, or long-term lease
- Build a Ruffin Swamp interpretive center with boardwalks and signage

4.1.2 Continue to strictly enforce regulations within the Cahaba River/Buck Creek (CRBC) Conser vation Overlay District

4.1.3 Research using treated wastewater as a secondary water source for watering parks

4.1.4 Strengthen the language of the Cahaba River/Buck Creek Conservation Overlay District by including more named streams such as Beaverdam Creek, Hurricane Creek, Black Creek, Prairie Brook, and Lee Brook, even though "their tributaries" from the zoning ordinance may already cover them.

4.1.5 Manage development on the east side of the Cahaba River so as not to overburden the waste water treatment plant

4.1.6 Require the use of package plants by new subdivisions west of the Cahaba River

OBJECTIVE 4.2

Endorse actions which positively affect air quality in Helena

STRATEGIES

4.2.1 Encourage the use of the CommuteSmart Program by residents
- Further the use of carpooling and vanpooling between Helena and Birmingham
- Provide a park & ride lot for Helena area residents as a hub for carpooling and vanpooling

4.2.2 Press for the completion of the LRTP highway projects, especially the Helena Bypass, to al leviate congestion and vehicle idling

4.2.3 Support the addition to stations and stores within Helena of public alternative fuel vehicle fueling stations such as E85 ethanol, biodiesel, and liquified petroleum gas (propane)

4.2.4 Acquire alternative fuel vehicles and equipment when replacing aged City vehicles and equip ment

4.2.5 Seek and recruit industries to Helena that have no emissions

OBJECTIVE 4.3

Support actions to further the protection of Helena's land resources

STRATEGIES

4.3.1 Update and strengthen the Helena Zoning Ordinance and Subdivision Regulations

4.3.2 Conserve wildlife habitats and establish new ones through the creation of passive parks, bird watching areas, and wildlife corridors

4.3.3 Develop a cemetery protection plan to identify, document, and maintain the various graves

4.3.4 Change garbage collection process & make recycling program mandatory

- Provide required garbage carts (32 gallon, 68 gallon, and/or 95 gallon) to residents and re tool or replace garbage trucks to be able to use such
- Maintain current garbage fee as the base fee for a 32 gallon cart
- Add surcharges for each larger sized cart and any additional carts
- Provide recycling carts to households and select businesses and charge a minimal monthly base recycling fee

GOAL 5

Cultivate Helena as a livable city that preserves its small town charm

OBJECTIVE 5.1

Continue developing Helena as a walkable community

STRATEGIES

5.1.1 Develop a greenway and sidewalk plan
5.1.2 Connect neighborhoods, commercial areas, parks, and community facilities with sidewalks and greenways
5.1.3 Concentrate high density residential development within existing and future mixed use cores and villages
5.1.4 Encourage the use of mixed use cores and village rather than strip commercial development
5.1.5 Advance the 'triangulation' concept within all cores and villages
- Promote the clustering of activities within said areas to create dynamic places for different types of people at various times
- Mixed use cores and villages should have places to live, work, shop, and play with activities available throughout the day

5.1.6 Promote Helena as a safe place to walk to school
- Add call boxes to greenways
- Implement a "Walk Our Kids to School" Program whereby parents volunteer to walk neigh borhood kids to /from schools
- Deploy police patrols within walking distance of schools

OBJECTIVE 5.2

Enhance the use of villages and mixed use cores

STRATEGIES

5.2.1 Continue to protect the character of Old Town while cultivating its use as a cultural and enter tainment destination enjoyed equally by residents and visitors alike
5.2.2 Further develop the Crossroads area as a pedestrian friendly place where residents of sur rounding neighborhoods could safely walk there and others could safely walk once there
5.2.3 Advance the 'triangulation' concept within the proposed villages of Hillsboro and seek to increase the use of this concept in existing villages such as Riverwoods

OBJECTIVE 5.3

Celebrate the history of Helena

STRATEGIES

5.3.1 Build a combined museum and welcome center in Old Town
5.3.2 Develop historic interpretive trails and walking tours
5.3.3 Maintain the gateways and add a couple on the west side of the Cahaba River

GOAL 6

Preserve and strengthen the stability, mixture, and quality of Helena's neighborhoods

OBJECTIVE 6.1

Utilize homeowners associations and neighborhood covenants

STRATEGIES

6.1.1 Support the creation of strong covenants and the maintenance thereof by effective homeowners associations
- Encourage developers to place minimums within the covenants that either meet or exceed city standards
- Persuade developers to require membership dues in homeowners associations to be mandatory

6.1.2 Advocate that homeowners association presidents coordinate with city staff to enforce minimums which meet City standards

6.1.3 Endorse the creation of neighborhood watches and coordinate such with the police and fire departments

6.1.4 Enact a program to send emergency emails related to criminal activity, hazardous conditions, and weather conditions to homeowners association presidents

OBJECTIVE 6.2

Revitalize Old Neighborhoods

STRATEGIES

6.2.1 Continue to improve the conditions of the Liberty Heights neighborhood
- Increase and diversify the housing stock of the existing neighborhood and the area between Vulcan lands and State Route 261
- Upgrade the existing streets within the neighborhood and extend Lawley Street to State
- Route 261 at its intersection with Ruffin Road
- Construct a sidewalk network within the neighborhood
- Close the Cunningham Drive railroad crossing to vehicles
- Build Buck Creek Park between the railroad and Buck Creek to include active and passive activities

6.2.2 Protect the integrity and character of Old Town
- Continue to enforce B4 Business Renaissance District zoning regulations and strengthen said regulations as needed

- Expand B4 District westward toward 3rd Street and southward toward Highway 52 East to protect area around core from new construction that would take away from the architectural character related to size and scale
- Complete sidewalk network to allow pedestrians access to the whole core
- Make the Helena Bypass a truck route keeping trucks out of Old Town